

TRANS-AMA: MUDDY EVERTS/DUSTY DE COSTER

# **DIRT BIKE**

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MARCH 1975 \$1.00  
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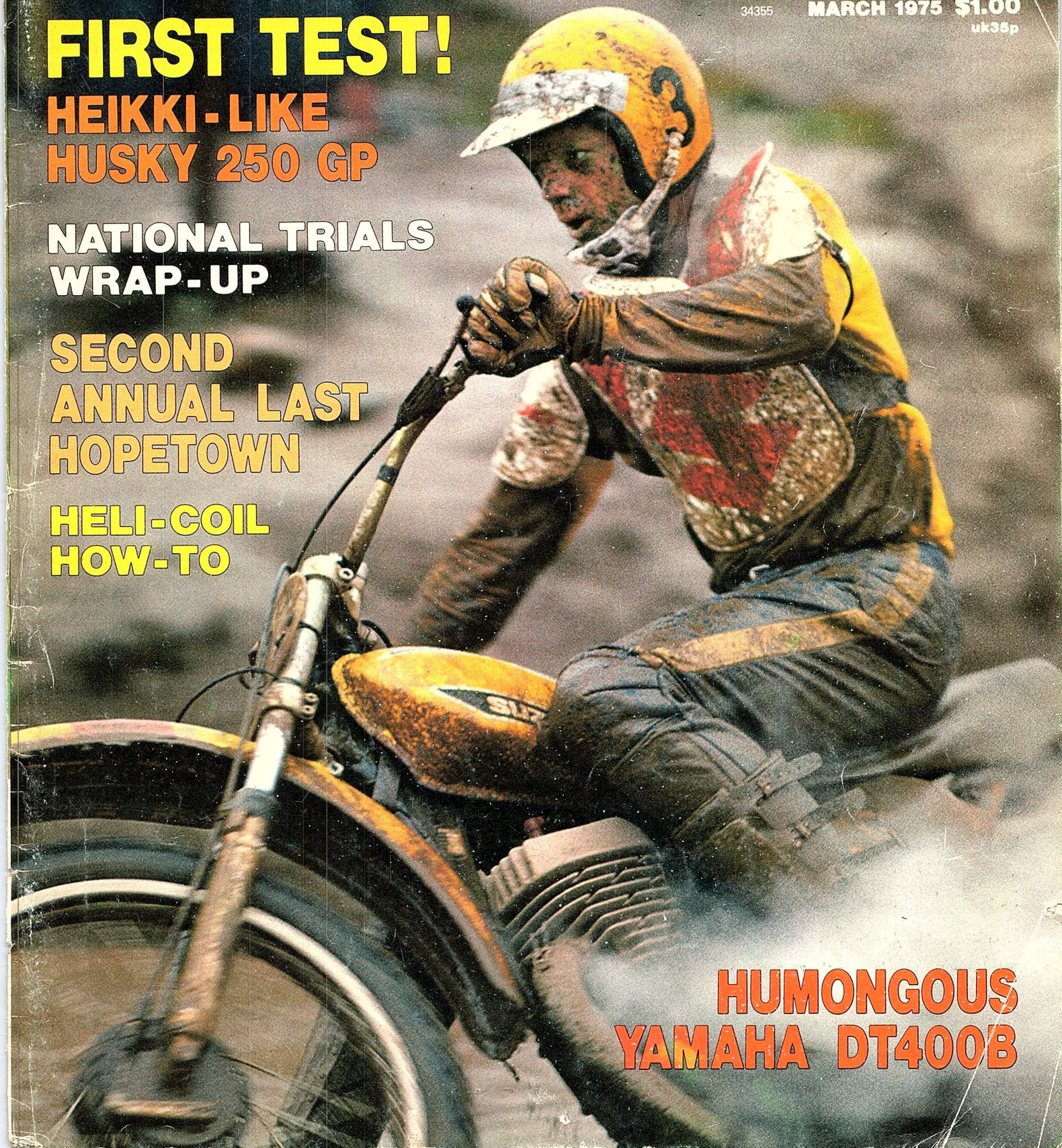
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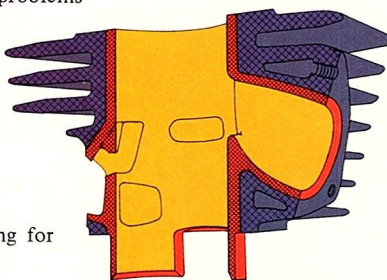
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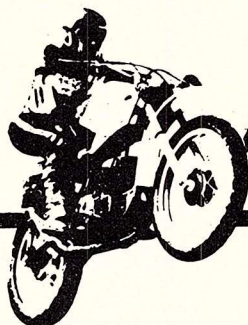
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# DIRT BIKE



**Publisher:** WILLIAM R. GOLDEN  
**Editor:** CHET HEYBERGER  
**Managing Editor:** LEN WEED  
**Associate Editors:** GEORGE WEGNER  
CHARLIE KLOPPENBURG  
**Expert Editor:** PRESTON PETTY  
**Creative Director:** ALBAR GENESTA  
**Editorial Coordinator:** LAURA LANE  
**Production Editor:** GEORGIA McCLAY  
**Production Assistant:** ALBETH GRASS  
**Contributing Editors:**  
ZEAL ANDERSON  
GARY BAILEY  
JIM CONNOLLY  
JOHN DeSOTO  
CARL SHIPMAN  
AL WURTZEL

## ADVERTISING OFFICES/

Hi-Torque Publications, Inc.  
16200 Ventura Boulevard  
Encino, California 91436  
Telephone: (213) 981-2317

## WESTERN:

Schindler/Slapin, Inc.  
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(213) 981-3650

## MID-WESTERN:

GRAVENHORST & ASSOCIATES  
5901 North Cicero Ave.  
Chicago, Illinois 60646  
(312) 545-8621

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ON THE COVER: Rich Thorwaldson  
was first American at Pullyup ...  
Puyupall ... Pallyup ... Pupyall ... oh, skip it.

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# CHECKPOINT

by  
**CHET HEYBERGER**



Saturdays you can find me indulging my ethnic heritage out in the garage. The German side of the family left me with a taste for beer; the Irish side, with a predilection for quantities of it.

The excuse is working on the bike. "See you later; have to go out and work on the bike; where's the cooler?"

This particular time, though, I was really hot to get started. Enduro season was coming up and I wanted to finish the bike. I had what I figured to be the ultimate enduro-legal setup. Legal, but light.

So far everything had gone well.

Lighting coils were stock; no problem there.

A squeeze horn would let me slip through that requirement.

One of those plastic inspect-your-teeth-for-cavities mirrors was taped to the bars. It came in the mail with some red chew-em things to see where you didn't brush. Any reasonable inspector would have laughed me out of the impound area, but it was a mirror and that's all the law required.

Turn signals were unnecessary; they weren't standard equipment the year my bike was made.

A Sherpa T taillight did the trick on the back. It's not bright, but it works and it won't perform surgery on you if you let everything go and slide off the back.

A license plate mashed to the contour of the fender was already installed. Several layers of inner tube rubber underneath keep it from

disintegrating completely. Incidentally, the real hot setup here is to have a plate from two states away. Then no one is sure whether it's in date or not. I have several I use — one each from Jersey, Delaware, Pennsylvania and California. But I need a Prince Edward Island to complete the collection. One from New Zealand would be even better.

I used a Bultaco brake light switch on the foot pedal; it was free, since I found it in a corner of the garage. I didn't put any at all on the lever, figuring that a fake-out during inspection would work.

By now you're probably thinking that the end result is going to look like a mess, not very sano at all, what with all these different colored parts hose-clamped down everywhere. You're right, but you're missing the point. That's the way an enduro bike is supposed to look. None of that clean, polished, shiny, right off the showroom floor stuff for me.

A good enduro bike looks like a good enduro riding jacket: thoroughly abused, wrinkled, faded, mud-stained, like something you slept in and never washed or ironed.

When you show up with a bike like that, it means you're serious. An enduro bike is supposed to look cobbled, well-used, homemade and very personal. That production line, stamped and chromed, every-bike-looks-alike stuff is only for motocross.

My old Penton was perfect. Ancient time cards were still taped

*Continued on page 79*

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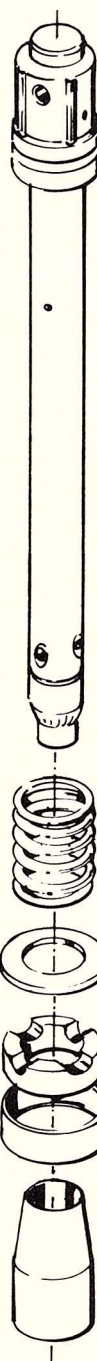
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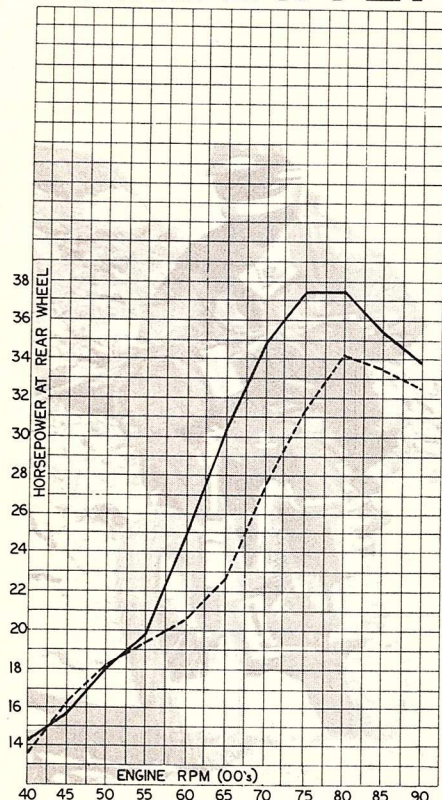


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# HOOKER 34 YAMAHA 27

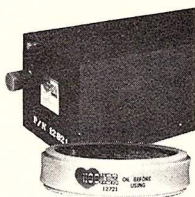


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# HOOKER

TM HEADERS

## HOLE SHOT

by  
**FRANK HIGHLAND**



## TRANS-AMA, MIDWEST MX PARK, ST. CHARLES, MO.

Enough of these polite guest columns. This time, Frank Highland — DB's Midwest Correspondent and almost famous Penton surgeon, got a little hot after the Trans-AMA fell through at St. Charles. Maybe next month Edison Dye will reply. Wait and see.

The only thing we can add is the latest scoop: Dave Welsh's employment with the AMA has been terminated. So even the clouds over Missouri have silver linings.

Incidentally, this is probably a good time to mention that the opinions expressed in this column do not necessarily reflect DB's or Hi-Torque's. And even if they do, we won't admit it. So there.

I knew it had to happen sooner or later when I heard that Edison Dye was promoting the St. Charles, Missouri, Trans-AMA. I slept uneasily that night. I'd heard a lot about this turkey, and none of it good.

The Saturday night before the race told all.

The involved Howard Johnson's hotel did a fine job of horsing up dozens of reservations. Racers, reporters, spectators and John "Light Brown" Lancione himself were left to stagger about St. Charles in search of alternate lodgings. Dave Welsh, AMA MX boss, was making a shambles of the motel lounge. In a rare moment of semi-coherence, he admitted that Midwest MX Park was substandard at best. So said, he returned to his assault on their inventory.

At 7 p.m., promoter Dye had scheduled a press confab. No show.

Nor did he show up for rider sign-up.

If — or when — the incredible

Mr. Dye did sneak in, the posted prize money still wasn't there.

A lot of reporters wandered about looking for information on pit passes. Lucky for me, I took the advice of a certain Texas carrot-head and tracked down Light Brown. As if by magic, he produced a fine pit pass in a shake and a half. Unfortunately, Light Brown was the only welcome eye in an otherwise confusing storm.

Then it rained.

Holy mackerel, did it rain! From 9 p.m. Saturday on. Although the track was relatively easy to locate, it was ghastly once inside the gate. The parking lot, as well as the pits, were one big off-camber slop hole. Several of the factory team vehicles never even made it to the pits before oozing in up to their axles. Instead of directing traffic, the rent-a-cops spent their miserable time huddling under awnings and hassling everybody for pit passes — even if they were coming out of the pits. Cars, vans and motor homes were scattered, mired like so many rocks in a river bed.

Still no sign of Turkey Dye.

By 10 a.m. Sunday, the place was so hopelessly constipated that no more spectator vehicles could enter. Light Brown assessed the damage: the prize money was lacking; a third of the people who came to watch the race couldn't even physically get on the property; the track, normally

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# \$10,000 motocross bike?

TOP CHAMPION RIDER STEVE STACKABLE WINS WITH MAICO

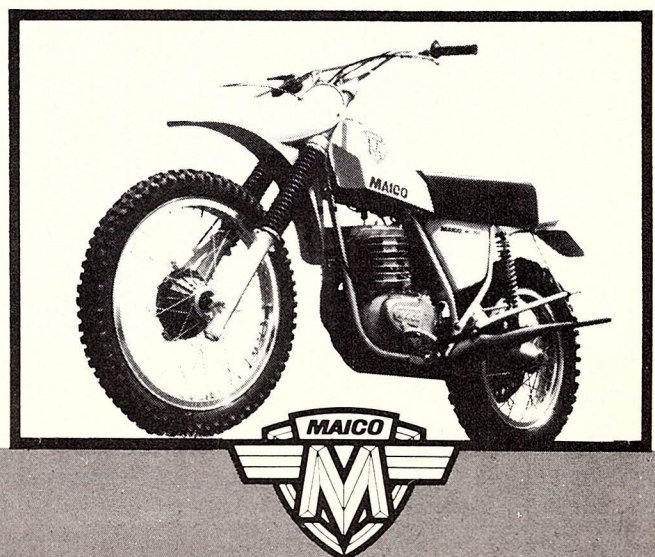
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Hardly. The Maicos you see winning the major International races are the same kind you can buy right off the showroom floor. No special frames or expensive suspension components needed. Maico has it all... and in the right combination...right out of the crate. ■ No need to stay up nights figuring out how to re-design your machine into a winner. ■ With Maico, you merely check out the nuts and bolts, add gas and go racing. And you go racing with a built-in edge. ■ In standard trim, a Maico will deliver more correct horsepower than anything else you can buy. Less wheelspin, superior traction, wide power curve...it's quickest from corner-to-corner, gets around the

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## HOLESHOT

Continued from page 6



Everything on four wheels had to be towed out. Imagine what would've happened if the race had been run and this vehicle was needed . . .

short, narrow, flat and dusty, was now short, narrow, flat and knee-deep; giant potholes hungered for front wheels; and it was raining harder now.

Common sense — mostly Light Brown's — prevailed and the

operation was given up as a total loss.

While one tractor and one lousy tow truck hauled out everything from multi-articulated Motorbagos to ambulances, an extremely agitated mob formed at the gate. Mostly advance ticket owners, they wanted Dye. Badly.

Apparently most of the ticket money was returned, because to the best of my knowledge, no one was hurt.

Still in all, hundreds and thousands of people spent lots of tight money on gas, food and lodging only to see the "Race — rain or shine" statement on their tickets go down the dumper. Lord, what a rip-off!

Ironically, six miles away, Cycle World MX Park was staging a local bash with good success. It's a much better track, has honest-to-gawd organization, and a much better reputation than Midwest. Even the locals thought the AMA was goofy when they chose the slug instead of Cycle World MX Park. With the day off, some of the factory and support riders decided to bop over there to enjoy watching a race for a change. Hope they had a blast.

Why Dave Welsh didn't keep better tabs on Edison Dye is beyond me. He's fouled up races and burnt the public often enough to last through the second coming of Christ. The AMA has a waiting list of promoters as long as Laurie DeCoster's beautiful blonde locks, yet they trust people like Dye every day. The people who should monitor these things — with the welcome but under-recognized exception of Light Brown — pay little or no attention to the jobs they get paid for.

So there you have it.

Between the AMA top brass and a certain disgusting pseudo-promoter, you and I took another beating. We all lost hard-earned dough and we didn't get a thing for it.

Thank you muchly, Mr Dave Welsh; if obnoxiousness, paralysis and general uselessness were instruments, you'd be a one-man band.

And thank you too, Mr. Edison Dye, you stunning organizer, you master of the sting. You really outdid yourself this time. I hope.

Thank you both for a totally screwed, yet incredibly predictable weekend.

## LIGHTS...

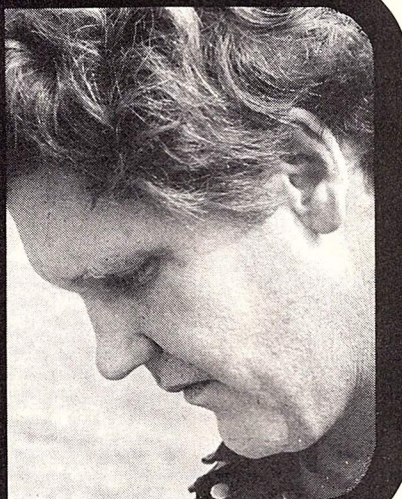


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# ASK THE EXPERT

by  
**PRESTON PETTY**



## HODAKA GETS 20 MPP

My father and I each own a 1974 Hodaka Wombat. Mine's OK and I just about have it set up the way I want it; knobbies, Bassani pipe, etc. The problem is my Pop's bike. We're having a hell of a time getting it jetted right. We've come on down to a 120 main jet and the needle is on the richest position for that jet and the plug is still black. We are afraid to go to lean, but when the thing's jetted rich it only gets about 20 miles to the standard NGK plug (B8HS). We're afraid to go too lean for fear of holing a piston; too rich because it eats too many plugs. The fuel is mixed at 20 to one. Got any suggestions? By the way, congrats to Dick Petty and Preston Miller on their win at Baja. Hope I got the names right, fellas!

Jess Burch  
Hagerman, Idaho

*One of the most frequently undetected problems in two-stroke engines are the crankshaft seals. If the crankshaft seals are worn and leaking, it will suck oil from the gearbox, which appears like overly rich jetting, or else compression will leak out of the crankcase, making carburetion appear quite lean. And generally, the engine will not idle down quickly when you close the throttle. You should also check, of course, the carburetor float level and look for any leaks in the induction system — like somewhere between carburetor and cylinder. Make sure there are clean, fresh gaskets. It's gotta be one of these things.*

## BULTACO 350 SLIME CROSSER

We've just gotten back from our first trip of the year up North. For me it was my first time out with my new bike. It's a '74 350 Bultaco Alpina. We did a lot of woods riding and down some powerlines. On the powerline there were sections covered with 14 to 16 inches of water for up to a quarter of a mile. This is where my problems bubbled up. The bike handled and ran beautifully, but when I came out of the water, I noticed a grayish slime coming out of the vented fill plug in the clutch case. What can I do to stop water from getting in through the plug? Also, after the bike came out of the water the rear brake worked good until it dried out, then it started fading and squeaking. Should I go to Lakewoods? There were no problems with the front brake at all. Other than these problems I'm very happy with the bike.

Jim Coffey  
Otsego, Michigan

*When going through that much water the engine cools, causing it to suck in water through the vent hole, or drain hole, like in the mag cover. This is because the hot air inside the crankcase contracts — due to the crankcase cooling — and this creates somewhat of a vacuum and it sucks water in anyplace it can. Sometimes even through the countershaft seal into the gearbox. I suggest you drill out the vent on the fill plug in the clutch case, and braze in a short tube — brass or aluminum — and*

*Continued on page 23*

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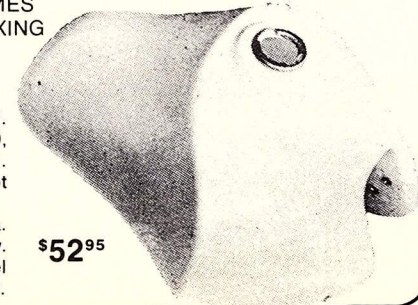
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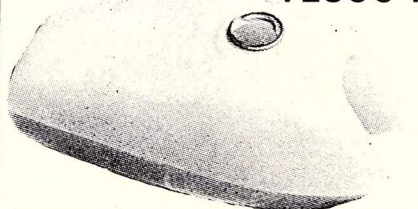
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MARCH 1975

## BITS and PIECES

by  
CHARLIE KLOPPENBURG



### AGAIN?

It's been about nine months now since the first *Crash & Burn Special* hit the newsstands. We're going to do it again. It should be on the newsstands shortly. Look for it. Just like they do for the movies, here are some previews. These aren't your ordinary crash shots. We want you to guess as to whether or not the people in these pictures crashed, or saved it.

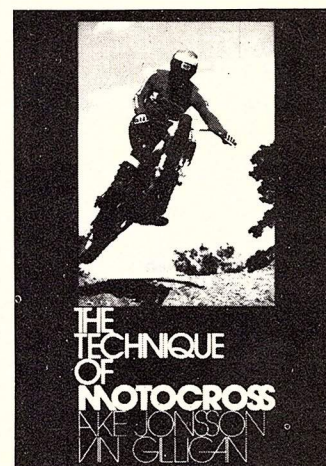


Here's Zeal Anderson. Will those Metzeler's hold traction? Is he shutting off the gas? A highside into a rock? Will he save it and wheelie into a tree? Or is he going to just plain old jump off?



Ah, here's George Wegner, ace numero uno hot-shot amigo mag rag Associate Editor, riding the 250 Bultaco. Does he look like he is going to crash? Well, let's see. The front tire looks like it's plowing. Will it slide over the berm? He's sitting back in the seat a long way — that's a no-no on a Bul. He's dragging his

## NEW BOOK by AKE JONSSON



- **THE TECHNIQUE OF MOTO CROSS** is the one moto cross book NOT written for beginners! It is an advanced book for riders who are already good and want to get better.
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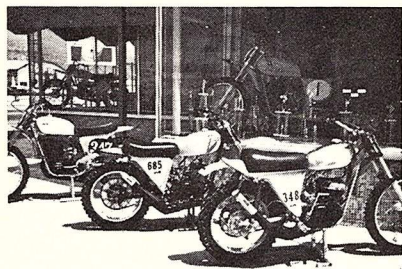
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toe, so maybe the rear tire is sliding into the berm. If so, he'll bounce off the berm and probably nail the photographer. All things considered, he unquestionably won't crash, because that finger sticking out shows he's confident.



Hey, that's George again. Wow, is he out of shape. That left index finger is sticking out, so he must not be worried, but his right foot is in kind of a precarious position. Looks like he's getting ready to push the bike over and jump off. He might just plain old loop it. Or he might boringly put the front wheel down and crash into a humongous rock. What do you think?

If you can correctly guess which people fell down — if any — and how, then you might get your name — maybe just your initials — printed in the magazine. Wouldn't that be thrilling?

\* \* \*

As much as we hate to, here they are. January: Chet 3. Len 2. George 0. Charlie 2. February: Chet 4. Len 4. George 0. Charlie 0. March: Chet 3. Len 2. George 2. Charlie 0. So there.

\* \* \*

### THE STREET?

We assume that some of you are foolish enough to ride around on the street. Maybe you have to. Maybe

*Continued on page 82*



JIM POMEROY should be 50% cooler this season in this new Pomeroy style M-X leathers, by LANCER LEATHERS. They are designed to let out body heat and let in fresh air without loss of protection. Pants are equipped with space age plastic knee cups, padded hips, lined, lightweight leather, sewed with polyester thread. Put this all together and you have the HOTTEST, we mean the coolest, set-up going.

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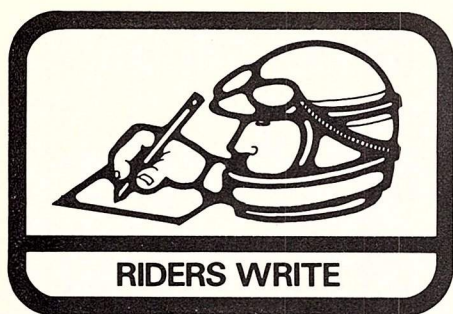
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### DO OR DYE

Hey, DB, what in the world does Edison Dye think he's doing?

Ron DeFonce  
Kirkwood, Missouri

The fiasco we witnessed at St. Charles was unbelievable. Especially since right down the Interstate a couple of miles is the far nicer St. Peters track (site of two previous Trans-AMAs). The owner there offered his track in an effort to save the day and the AMA threatened to pull the riders' licenses if they went!

We are now convinced that we're not any better off than we were under the Russ March regime.

Blaine Stone  
John Munich  
St. Louis, Missouri

In my opinion, Edison Dye made at least four major screw-ups:

1. He didn't start working on the track until Saturday.
2. He actually had the riders practice at a different track.
3. There wasn't enough parking.
4. And he wouldn't refund advance ticket money.

And the AMA messed up by giving this guy two more races after the mess he made last year, and they shouldn't have let him cancel.

Mark Simpson  
A Pissed Roger DeCoster Fan

*DB's roving correspondent, Frank Highland, was there. He reports about the event in this month's "Hole Shot." Since it was all so exciting, we wish we'd made it there too. Never been in a lynch mob before.*

### PREJUDICES REVEALED

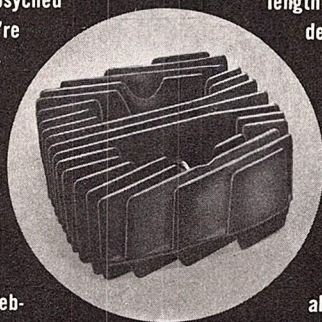
I wish you fellows would do an article on the Elsinore 125. After all, I think they deserve it. And who knows? It might slow down the flow of mail from us Elsinore riders.

Craig Schroeder  
Concordia, Missouri

*Continued on page 25*

## WEBCO HEADS RUN STRONGER!

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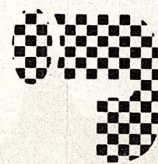
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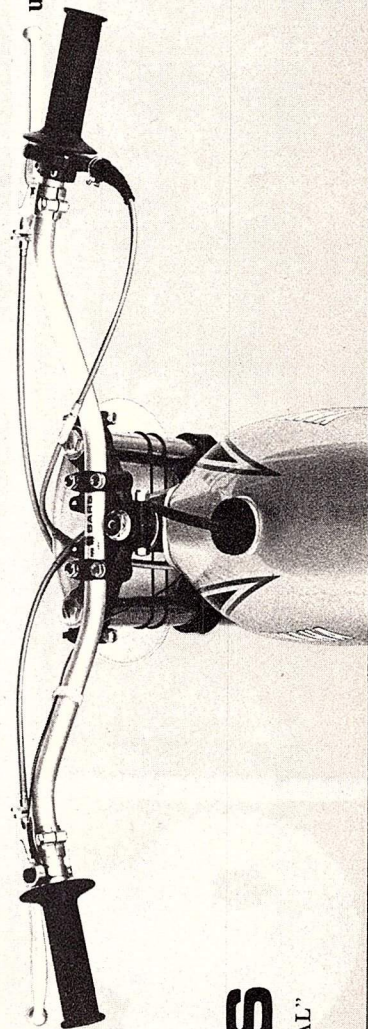
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N. Rider Wear Super Motocross Gloves. Soft, pliable, cowhide. Heavy neoprene backing, nylon stitching, no seams no palm to prevent blistering. Great for street use also. Sm/M/Lg/XLg. ....\$8.95

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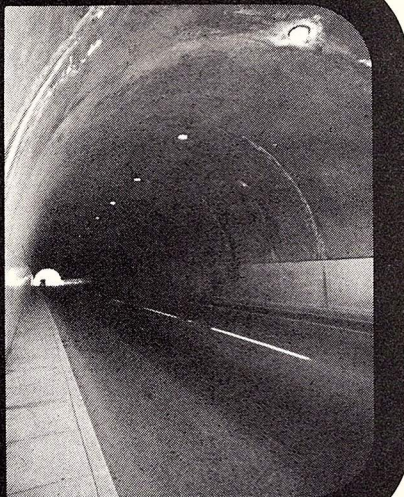
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# TUNNEL VISION

by  
**LEN WEED**



Who knows what tainted thoughts lurk in the minds of man? The Tunnel do. Join this column monthly for a candid peer at controversial happenings within the realm of getting dirty for pleasure and profit. Tunnelvision is presented to spread pain and misery throughout the industry, and maybe some insight too.

*Thanks for the memory  
Of candle light and wine  
Castles on the Rhine  
The Parthenon and moments on  
The Hudson River Line  
How lovely it was*

by Leo Robin and Ralph Rainger,  
published by Paramount Music

There's no hope for Hometown. It done died. Age 16. Health: Excellent. The last of the great Western classics joins Elsinore, Big Bear, Catalina and the likes on the hill outside of town with a simple R.I.P. marker. Is the former movie ranch, once known as Corriganville, finally being subdivided into parcels for tacky little boxes on the hillside? Did the current property owner, a retired prize fighter by the name of Leslie Townes "Packy" Hope, finally just get bored with the annual festivities on his acreage? Or did the Dirt Diggers Motorcycle Club just get so fed up over hassling with the land owner's reps that they decided to bow out? The Tunnel knows.

The Tunnel spoke to Don Kemp, public relations officer of the Dirt Diggers, shortly after the Second Annual Last Roundup to find out exactly what was going on. Don was handling the loudspeaker chores for the two-day event and he made it quite clear that the DDs had had it up to their bleeps with the Hope

organization. The 1973 running had been billed as the Last Roundup midst rumors that the land was being subdivided for sale as a housing development. Yet along came 1974 and the ads appeared for the Second Annual Last Roundup. Only this one really was it. The Diggers have thrown in the towel as far as running any more races on Mr. Hope's land.

How come, you ask? Well, the P.A. system kept saying, while apologizing for the extreme gigan-tickness of the admission fee, that Mr. Hope is a very difficult man to do business with. Or, at least, his business manager is.

Consider this. The Dirt Diggers are a non-profit organization. This year they accepted 1361 entries from 1178 riders at ten dollars a head. They returned 300 more. Proceeds from the programs, after printing costs, also went to the Club. Every other dollar collected during the weekend went to Mr. Hope. That includes the \$4.00 admission fee (up from \$2.65) for each day, the \$1.00 for preferred parking (some 300 yards closer to the track), the 30¢ sodas, the 50¢ beers, the hot dogs (which the Department of Health finally ordered the vendors to stop selling) and the other assorted T-shirts and hot hat concessions. Total attendance, according to the Diggers, was 29,863. That's a \$120,000 gross, not counting concessions. The Diggers never saw a cent of that money. The Diggers told us they offered \$10,000 to rent the land outright and put on the entire event themselves. They said that

*Continued on page 18*



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Wearing his new super trick autograph hat. Purchase of this hat will help support Jim in Europe. No. 109...\$1.25

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Finest quality hat available anywhere. Color co-ordinated factory colors, with team m/c patches. One size fits all. No. 101...\$3.95



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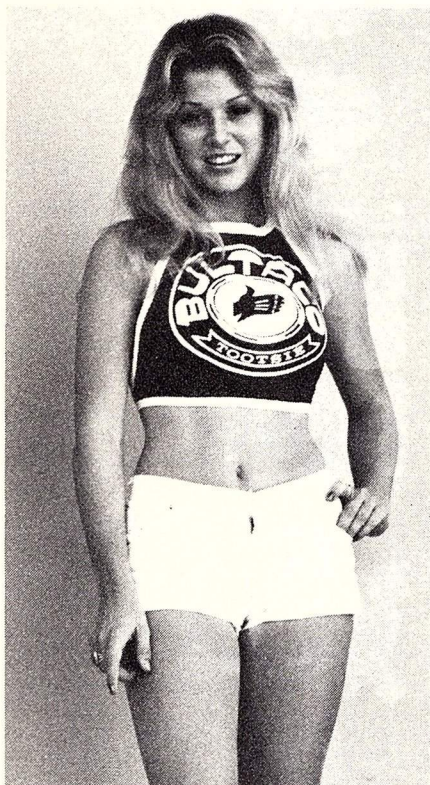
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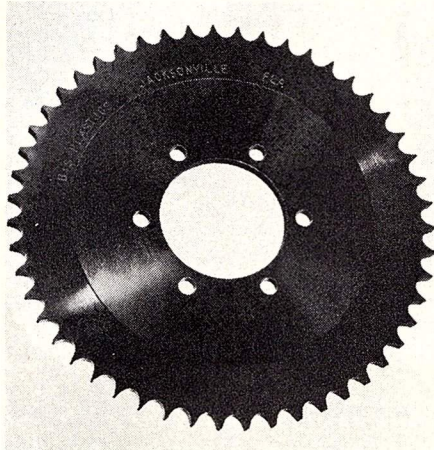
# NEW PRODUCTS

*Pertinent information about this feature: If you order something you saw here and you neglect to mention DIRT BIKE Magazine, the Post Office will catch you, put you in one of those big bags and mail you to Newberg, Oregon, where you'll be encased in plastic and sealed in a time capsule due to open in 2835 A.D. So there.*



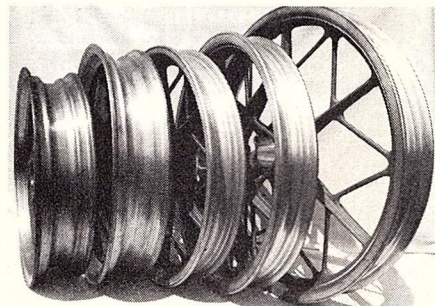
## BULTACO PIT TOOTSIE TOP END SHROUD

Those guys at Miura Products are really on the ball. Take a look at the fine looking piece they've come up with this time. Don't make your ol' lady wear one of your old, sweaty T-shirts. Lay one of these on her. Or better yet, buy one for someone you love. One size fits all, and they're designed to look extra-spiffy when wet. Bring on the rain! Available in Powder Puff Blue, Kelly Green, Maroon Maroon and White White at your friendly and fast Bultaco dealer, or from Miura Products, P.O. Box 62148, Virginia Beach, Virginia 23462.



## OH BOY, MORE PLASTIC TEETH

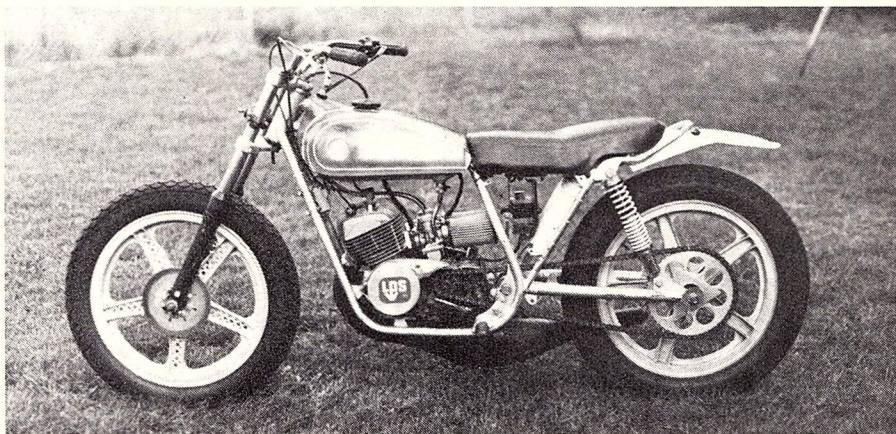
Is this the motorcycle sprocket of tomorrow? Could be. It's made of tough, lightweight, long-wearing black nylon. Competition tested by Beck/Arnley. We once tested a plastic sprocket in competition, but that was another brand. Can't wait to test this one. Who knows? Current range of sprockets available to fit: Honda CR-250, XL-250, 100, 125 and 175; Yamaha AT/CT/DT and RT series; and Suzuki TS-100, 125 and 185 models. See your Beck/Arnley dealer. Can't believe it. Went through that whole thing without once saying plastrickery.



## CORNFLAKES, DIRTFLAKES AND SNOWFLAKES MADE OF MAGNESIUM

Magnesium cornflakes and dirtflakes will most likely be back ordered, but Kimtab has just announced the addition of an 18 x 3 and 21 x 2 (inches) size to their Snowflake Magnesium Wheel line. Just imagine, no more spokes to adjust or replace. Of course, along with the wheels you'll have to spring for a set of discs if you ever plan to slow down. Think about it, your bike will look so trick that you'll blow everybody off just sittin' on the line.

For everything you've always wanted to know about snowflake magnesium wheels and disc brakes, contact Kimtab, 128 W. Chestnut Ave., Monrovia, California 91016; (213) 358-3274.



## THE MAGNIFICENT TWO

Mag, really; not magnificent; unless you're really into things like wheels. These are from Racing Research and Development Company (P.O. Box 321, Fair Oaks, California 95628). They're trick, and Bill Montagne, the flattackin'

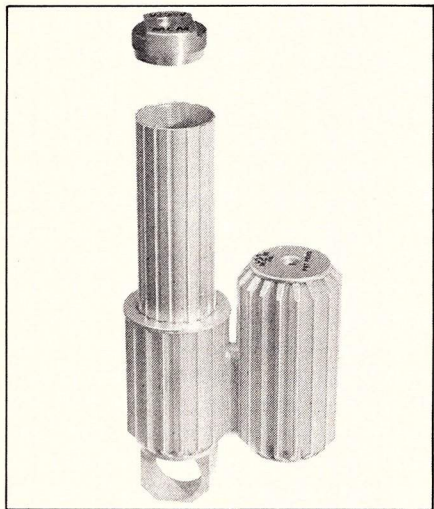
owner of the bike, sez the wheels help keep everything under control. "Handles like a slot car." Check out the bike. A Suzuke twin in a Bultaco frame, but not reliable or fast enough to compete with the Bul singles, reports Bill.





## LOOK UP IN THE SKY, THERE'S A DIRIGIBLE THERE

Yes, airships do make most everyone smile. Here's something else that'll bring a grin to your face. It's the new MX Bag by Wheels of Man. Made of the same tough nylon as MX Rooster Tails, this gear bag features a false bottom compartment for your boots and smelly sox. Up top, there's room for helmets, goggles, rain suits, galoshes, dog food, and any other kind'a thing you might want to stash there. Of course, it comes in the same four color combinations as the pants. Nifty, huh? For a full-color catalog, send a dollar to Wheels of Man, Box 143, New Berlin, Wisconsin 53151. Ask 'em if you can get a trick fly embroidered on the bag like the one in the picture.

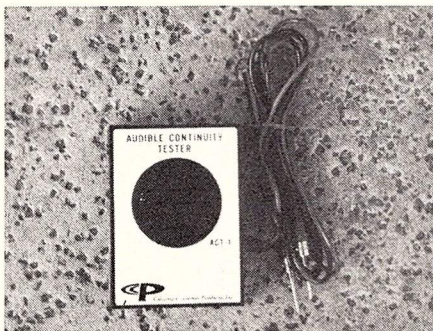


## ALUMINUM SHOCK BODIES DOUBLE AS SCIENCE FICTION DEATH RAY CANNON

Anything as hot as these trick items had better have plenty of cooling fins. One hundred and sixty (160) cc of oil help eliminate oil viscosity changes in these radial finned remote reservoir aluminum shock bodies from Grand Prix

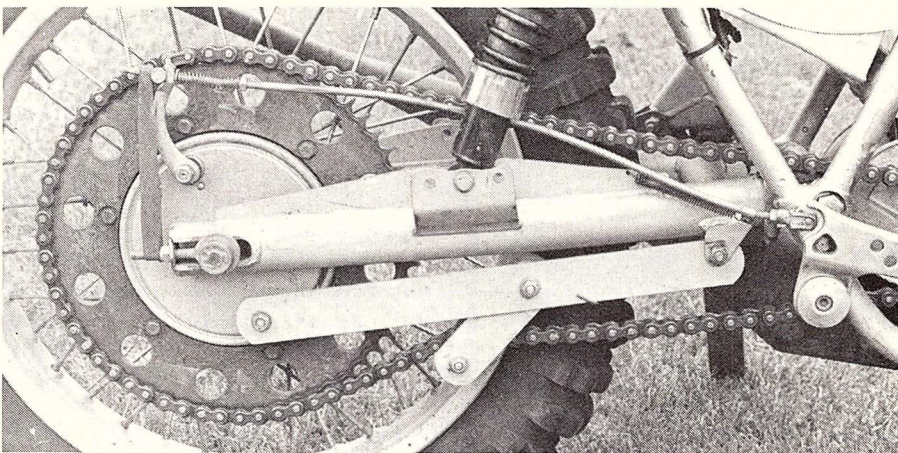
Cycles. (That's a lot of fin area in one sentence.) Slim design eliminates the problem of chain and brake rod clearance. Also eliminates having to prime bodies. Easy filling too, through the reservoir. Hot, trick, and jazzy looking. Just \$73.95. Available in 11.9, 12.3, 12.9 and 13.4-inch lengths.

Or, how about an aluminum seal cap and super seal for Konis? Designed exclusively for forward mount applications. \$16.95. Contact Grand Prix Cycles, Dist., 14240 East 14th St., San Leandro, California 94578; (415) 483-2694.



## BUZZZZZZ!

It's fast, it's simple, there are no wires to disconnect. Ends guesswork in setting ignition timing too. Can you dig it? This handy-dandy little Ignition Timing Buzz Box accurately locates precise point break, comes complete with batteries and is only \$12.95. Wheelsmith Engineering, 3635 W. McFadden, Santa Ana, California 92704; (714) 839-0150.



## CONVERT YOUR CHAIN SAW BACK TO AN MXER

Has your super-modified rear suspension caused your chain to slowly eat away your swingarm? Or maybe your chain jumps the sprockets once in a while and tries to make a break. It looks like Grand Prix Cycles may have an answer for you. How about a spring-operated, nylon roller, combination rear



## OFFICIAL HIGH ZOOT DIRT BIKE PRESS HAT

There's only one, and this is it. Often imitated, but never duplicated. This rare find, in DB extra-fine condition, is often found sitting atop the head of one Zeal Anderson, ace DIRT BIKE special race reporter, captain of TEAM BLUE DUCK TAPE, and one-time president of BLIMP WATCHERS! Not to be confused with the ever-popular Nick Danger Replica design, this beauty features a forward mounted, as well as rearward and sideward, fully adjustable, rain diverting, trend-setting brim. To finish it off, a very tasteful band suitable for securing a press card as well as pit passes and any other kind'a thing you wanna stick in there. The overall look is devastating, don't you think? Most assuredly suitable for all occasions. The price, you ask? Give it up. There's not a man alive with enough money to pay what it's worth. That makes it worthless, or rather, priceless.

brake torque stay and chain tensioner? Fits such fine units as CZs and, it hurts to say it, Maicos. Just \$17.25. If you want to get your sticky fingers on one of these honeys, you'll have to write Grand Prix Cycles Dist., 14240 E. 14th St., San Leandro, California 94578. Or phone (415) 483-2694. •



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## TUNNELVISION

Continued from page 15

that offer was turned down.

So you think they ought to be content with their \$13,610 in entry fees and the program sales. How about the \$5000 for the special fencing material, designed to minimize crash impact, and the advertising, administration and trophies? After they get it all figured out they will have lost money just like they did the year before. In 1973 they wound up \$1700 in the hole after buying trophies.

Kemp mentioned that the club continued the event the last couple of years just because it was a classic. The hassling with Hope's representatives just kept getting worse. For instance, in prior years each entrant received an extra ticket for his wife, sweetie or mechanic and two children's passes. This year the rider received his ticket only.

Each year, after going to the expense of advertising and processing entries, they never really knew until the last minute if they were going to get the written contract signed permitting them to use the property. Two years ago the contract was signed the night before the event.

This year they say they received just 28 press passes to handle over 50 publications which generally send more than one staffer anyway. Kemp mentioned that the Diggers had to turn down the *Los Angeles Herald-Examiner's* (a daily newspaper) request for credentials because he did not have any to give them. However, the press was able to get in at the gate without passes by showing their credentials.

The Diggers also told us that they had to fight just to get food concessions set up for the race. Original plans called for beer and popcorn only. They decided: no food, no race. The bluff worked, but there were a lot of trembling, twitching Dirt Diggers walking around for a while.

But what about the other side's story. Kemp mentioned that he doubts that Hope himself really is involved. He cited the basis for his belief. Several years ago when the Diggers could not get any response from the business manager, Kemp tracked down Hope's home address from a hairdresser. He wrote him a letter explaining the situation. Hope called Kemp from Puerto Rico in the middle of the night and the general

gist of the conversation was: what motorcycle race?

Now might be the time to go into a concept basic to the fine old American system. Sanctity of private property. Bob Hope owns the land. He, or his business managers, can do or not do whatever they want with it, short of mounting a civil insurrection or violating the zoning ordinances. They don't have to let 29,863 people walk around on the property one weekend a year if they don't want to, even if they do stand to gross over \$150,000 by doing it. They also have the right to set any conditions they choose and charge \$50 a ticket if they want to.

We called Mark Anthony, Mr. Hope's business manager. Mr. Anthony is frequently out of town, as we were to discover, but he did get back to us finally. Anthony stated that the Dirt Diggers won't have to worry about dealing with him again because he has no interest in dealing with them. He has obtained a new zoning variance for an annual race on the property for three more years.

Anthony did not agree with many of the statements made by the Diggers we talked to. He pointed out a reference in the program that suggested that the Diggers paid for the rent-a-cops and toilets. He stated that the Diggers don't pay a single bill. He indicated that he'd like to take the entry money and let the Diggers pay all the bills. When asked about the attendance figure — 29,863 — he replied, "They're dreaming." He stated that the attendance was smaller, but he didn't have the final figures. Concerning press credentials, Anthony stated that he gave the Diggers 50 press passes and they could have had more for the asking.

As far as the Diggers' offer to four wall the event, Anthony said it was he who offered them the \$10,000 figure for the right to use the land and then pick up the tab for all expenses and pocket all the revenues.

Anthony told us the Diggers asked him to provide food and he said fine. Regarding the Diggers' contention that the contract for one year's event wasn't even signed until the Friday night before the races: "They're crazy."

Anthony told us there was only one guy in the Diggers that he respected, Jim Peterson. So we

Continued on page 21



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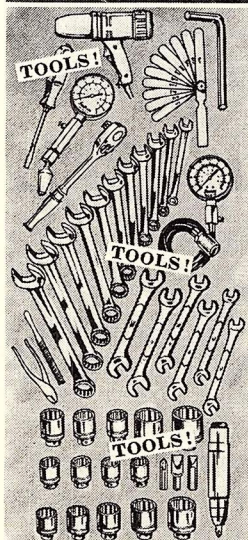
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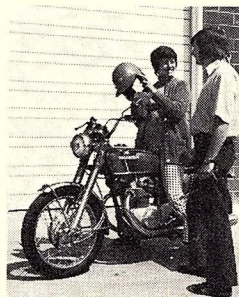
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**W**E'VE ALWAYS had a good time together, but that Saturday morning Stephen was up to something. He got up early, shaved, cooked breakfast—orange juice, waffles, eggs over-easy, coffee with real cream—and served it to me in bed. Very cozy. Then he set the tray aside, snuggled in close and told me the news. "This afternoon, I'm going to buy something I've always wanted."

"What's that?" I said.

"A motorcycle."

"That's nice. What kind?"

"A Kawasaki."

"Hold on, fella," I said, "I've heard about Kawasaki. You'll good-time yourself into the sunset and I'll never see you again."

"But I'll send you picture postcards," he said snuggling closer.

"Forget it," I said, "you get a motorcycle, I get a motorcycle."

That afternoon he picked out his and I picked out mine, just my size and easy to ride. Anywhere.

Now we spend most of our week-ends riding together, and it's super. Especially finding those out-of-the-way places where we can enjoy doing anything we want. Just the two of us.

**Kawasaki**  
lets the good times roll.



## TUNNELVISION

Continued from page 18

talked to Jim Peterson. Peterson felt that his good standing in the eyes of Hope's management was simply because he didn't blow up easily when the ranting and raving started. Other club members didn't seem to be able to maintain as well. He stated that Anthony had been fair in paying the bills and living up to his word to the Diggers, perhaps more so than his club.

Peterson said that dealing with Hope's people had become such a pain in the butt that the club wanted to do it themselves. He said that it was the Diggers who offered the \$10,000 and that Anthony turned it down. Peterson also stated that the contract signing was delayed until a Friday night before the event one year and that Anthony must have forgotten about it. He also told us that one year the club had scheduled a Scrambles on the property and then were told they couldn't have the site two weeks before the event. The club reportedly wound up losing about \$3000.

Did somebody fib to the Tunnel? Bad memory, perhaps? Is either side totally in the clear? Draw your own conclusions.

So what about next year? The Hope organization is looking for somebody else to throw a race on their property and the Dirt Diggers are looking for new terrain. "It has to have trees. We will build the rest." So if you know anybody out there with some trees, maybe you should have them drop a line to the Dirt Diggers. The address is 6951 Forbes, Van Nuys, California 91406.

Come the first weekend in November there will be a Dirt Diggers Grand Prix somewhere. And, most likely, only the terrain will be different.

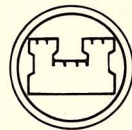


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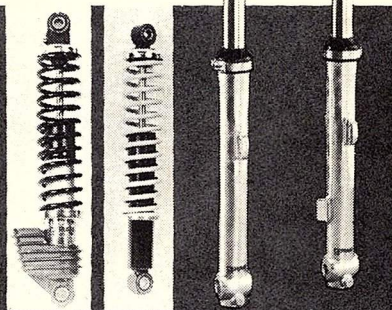
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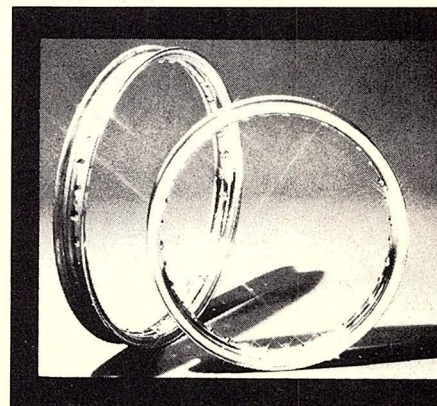
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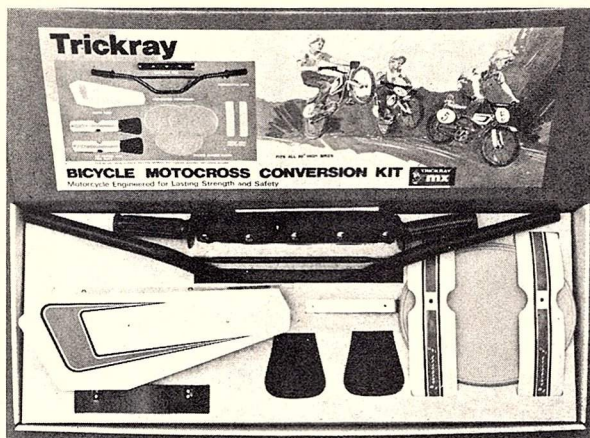
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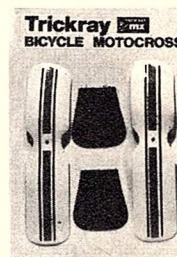




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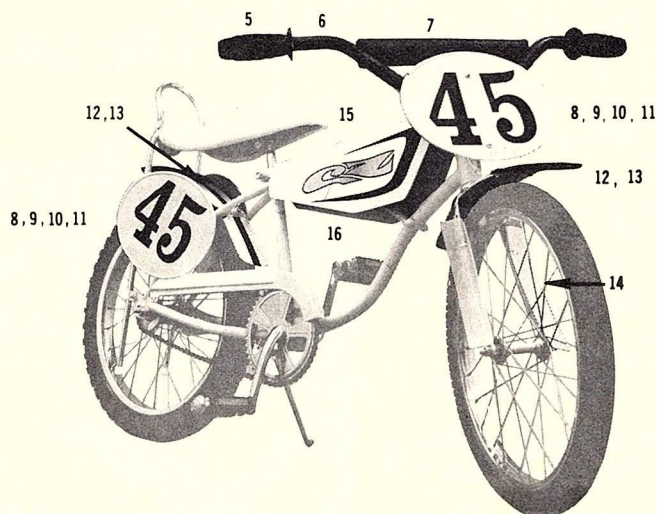


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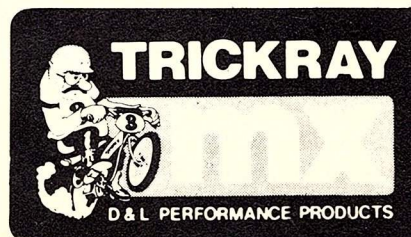
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## ASK EXPERT

Continued from page 9

run some plastic tubing from it up to a point underneath the tank or to a point inside the air cleaner housing. At least when the crankcase cools and contracts to pull air into the engine cases, it won't drag water with it. I cannot understand how a wet brake would work better than a dry brake. It sounds backwards. After passing through deep water, you should ride for a distance with the front and rear wheel brakes on lightly to generate some heat to vaporize and evaporate the water collected on the drum and shoes. The sooner you dry them out this way, the better they will work.

### ELSINORE NOISE ELIMINATOR

I would like to know what would be the quietest silencer for my Elsinore. As you know, the stock one is a joke. Also, would I have to have the crank rebalanced if I install an MT 250 piston?

Bob Luciano

Tewksbury, New Jersey

*I've had good luck with Whispering Smith pipes. They are reasonably quiet, help widen the powerband, and still keep the top end up to snuff. Don't sweat rebalancing the crank with the MT piston. Make sure you keep the inlet timing the same (i.e. skirt height) if you don't want to lose any top-end power. In general, the lighter you can make a piston, the better it is — providing, of course, it won't break in the thinned areas. There is usually quite a bit of meat between the wristpin boss and the head crown that can be removed by drilling one or two 1/4-inch to 5/16-inch holes. Also, small amounts of material can be removed on the inside of the piston skirt. There is a ridge around there that can be taken down to the basic wall thickness. This modification does not give it any more horsepower, but cuts down somewhat on the vibration. At least that's worth something from a rider fatigue standpoint (numb fingers, sore wrists, etc.).*

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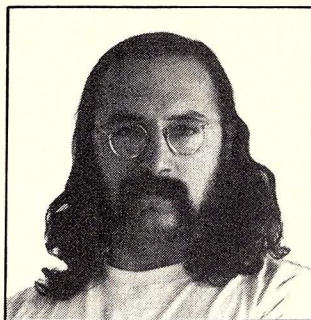
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## ASK EXPERT

*Continued from page 23*

there aren't any drain plugs, screws or bolts. My friends suggested buying stronger forks but my wallet says no. Is there an easy way out? My forearms can't take much more.

Mark Benver  
Columbus, Ohio

*The CT70 suspension is a bit soft for full size and weight (i.e., around 150-pound) people. It works better if you weigh less, like 100 — 120 pounds. Nonetheless, you can help the front forks if you remove the sliders, take the top head crown bolts off, loosen the triple clamp bolts, remove the legs and turn them upside down and pump each leg until all the oil runs out. Get some new fork springs and put an 1/8- to 1/4-inch spacer in there to pre-load the springs more. When you replace the oil, try 40- to 50-weight. That should work. Then you will probably have a problem with the rear end. You'll need heavier shocks. Try 60-pound springs on some Mavericks or Arnacos; light dampening is a good place to start.*

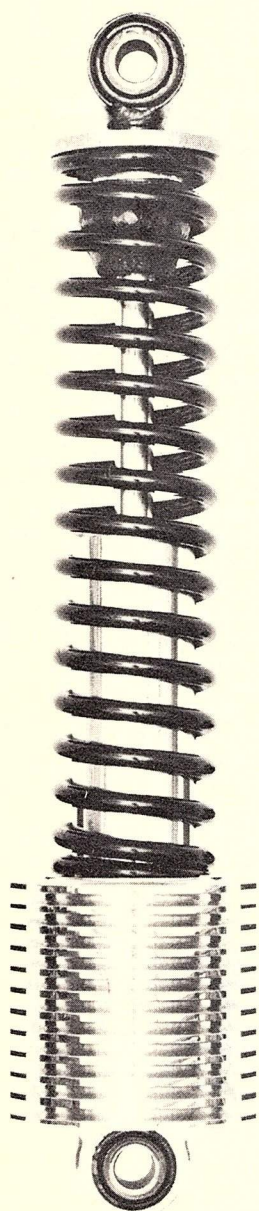
## 125cc WOMBAT

### CONSCIENTIOUS OBJECTOR

Recently I entered my first motocross. I didn't do real well. My biggest problem was getting passed in the straights. No matter how long I wound it out, I could hardly ever get into fourth or fifth gear. What can I do to my Wombat so I will have half a chance against the Elsinores.

Ron Laster  
Fenton, Missouri

*You need to put the Combat Wombat top end on your engine. Your friendly Hodaka dealer will give you info on doing that. I gave a list of goodies a couple of months ago in DIRT BIKE of the type of modifications to bring power up. And I suggest you try four to eight teeth more on the rear sprocket. CT Alloy, among others, makes a good aluminum sprocket. That saves important unsprung rotating weight. It's a bit less expensive to go one tooth smaller on the countershaft sprocket, but it is harder on the chain because it must twist each link more every revolution around the smaller countershaft sprocket, contributing to increased wear.* ⚙



## Pro Series

# ELEPHANT SHOCKS!

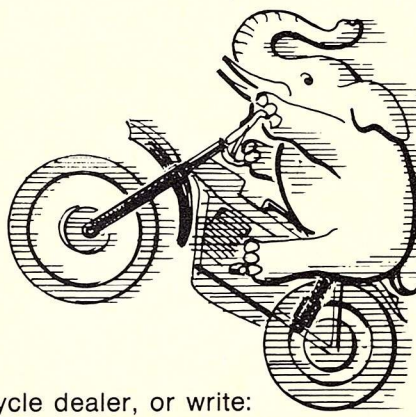
### The Ultimate Forward Mount Shock

The newest creation from Poppy's competition engineers. Fifty eight square inches of cooling area and 145 cc's of silicone fluid to cool down the "hottest and roughest" ride. Completely assembled with Koni dampers, Fortner silicone fluid and damping adjusted and shimmed in place. Available in 11.9, 12.4, 12.9, and 13.4 inch lengths.

Completely assembled Elephant Shock, set of two **\$129.95**

Elephant Shock Body kits for Koni's, including bodies, pre-measured fluid and instructions. **\$64.95**

Dealer and Distributor inquiries invited.



Ask for them at your favorite motorcycle dealer, or write:

# POPPY

820 N. HOLLYWOOD  
WAY, BURBANK,  
CALIFORNIA 91505  
(213) 845-2641



## RIDERS WRITE

Continued from page 13

I was wondering why you guys don't do more hop-ups on other kinds of 125 racers besides the Honda. Everyone doesn't own Hondas. Some own Pentons, Suzukis and Yamahas. Let's talk about the YZ125, for instance . . .

Jim Puklavetz  
Corona, California

## ANOTHER PROUD OWNER

I am the proud owner of a slightly used 1971 CL-175 with only 17,000 original miles on it. It even has the original rings. I'm presently converting it to motocross. I took off the mirrors.

I'm just getting into motocross, but I am an accomplished enduro rider. In fact, I have a semi-sponsorship with Mike's Motocross Shop. They give me free spark plugs for wearing their racing equipment, like their trick water wings for long river crossings. Their business has really picked up since I started riding for them. You should see everyone point at me.

For enduros I use a 1967 Bridgestone 100, chosen for its superb low end. It has an eight-gallon BMW gas tank. Mike's did all the engine work on it. Now it easily runs alongside my brother's Trail 70.

One last thing. The owner, Mike himself, has me trying out a new plug, a ZAPO OK-4-U, but he said to break them in first. Mike's on vacation and I need to know how to break in plugs.

Weblon Brown  
Dallas, Texas

*We always give them to George.  
He bites them.*

## COMPLAINTS

I am very unhappy with the December issue. I couldn't find "From the Saddle" anywhere in it.

The Poison Penton  
Somewhere in Pennsylvania

Hey, DB, what gives? It was bad enough when Pete Szilagyi left the staff last year; he was the best thing ever to happen to DIRT BIKE. But then David Swift left, and now Super Hunky.

Half Fast Racing Team  
Astoria, Oregon

*Face it. Behind every issue of  
DIRT BIKE that you pick up, there*

*are real people. Honest-to-God,  
flesh 'n' blood, thinking, feeling  
people — just like you, your friends  
and your parents. And sometimes  
they get bored, or fed up. They  
leave. They go do other things. Like  
Pete did. Like David did. And now  
like Rick.*

*But DB is still here.  
Obviously.  
Same as ever.*

portacan shootout. Especially our new model, the Tommy UP-2. It's a lighter weight and better handling model than anything else on the market. If your magazine would like a test, we will be glad to send you a semi-prototype model just released from our factory.

Happy flushing,  
Randall G. Williams Jr.  
President

## CRAPPY COMMENTS

We feel slighted that Tommy's was left out of the December

## CAN-AM PANS

We had another first from DIRT BIKE when your expert tester fell off

# Hard competition



## By choice...



## ||||| Mulholland |||||®

### The rebuildables

Mulholland is a total suspension system of shocks, springs and forks with interchangeable components designed for the serious competitor. A system of rugged, competition-proven suspension products that allow the rider to get the most out of his equipment. A system that lets you match the shock and fork damping to fit you, your bike and the punishment you give it. The choice is yours . . . Mulholland has it.

Send \$2.00 for complete Interpart Catalog.  
Dept. DB-1

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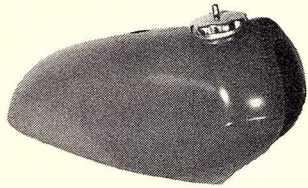
100 Oregon Street, El Segundo, California 90245



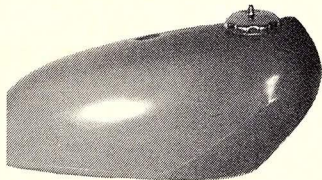
# WINDSOR

UNBREAKABLE

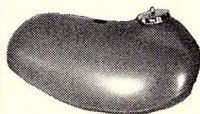
## plastic tanks



125 Elsinore Replica  
1.4 gal R, W, BLU, Y, S, O, BLK, GR



250 Elsinore Replica  
1.8 gal R, W, BLU, Y, S, O, BLK, GR



YZ Replica  
1.8 gal Y, S, W  
R, BLU



No. 350 — 3.3 gal  
R, W, BLU, Y, S,  
O, GR, BLK

ALL TANKS .....	\$31.95
MOUNTING KIT .....	2.95
VENTED CAP W/HOSE .....	3.95
EXTRA PETCOCK .....	1.50
CATALOG .....	1.00

NOTE: All Windsor gas tanks are one-year guaranteed. Each tank has one petcock and one plug. You install the petcock on the side that works best for your particular bike.

### "NEW" PRESTON PETTY PARTS Fenders In All Colors

Baja/I.B. ....	\$5.95
Muder/I.B. ....	7.95
Mini Muder/I.B. ....	4.95
Rear Baja .....	5.95
Rear Muder .....	7.95
New soft hex grips .....	3.95
Engine guard (Hi pipe only) ...	9.95

TO ORDER: List items on separate sheet of paper. Include check or money order for total amount. Add \$1.00 postage except on orders of \$40 or more. California residents add 6 percent sales tax. Send orders to:

THE HOT SET UP  
P.O. BOX 325  
COVINA, CA 91723

a Can-Am.

At first I couldn't understand why DIRT BIKE could be so far out of phase with all the other tests published on Can-Ams and with my own experience, but as I turned to page 58 of that issue, I understood DIRT BIKE's reluctance to excite Suzuki.

Harold A. McLean  
Purvis, Mississippi

*S-s-s-h, don't tell Yamaha, Kawasaki, or Honda.*

You tested the 175cc Can-Am and you came across like a bunch of jealous Japanese importers. It was one of the worst tests I've ever read. You played picky-picky all the way through it and used a word game that was worse than a Don Rickles monolog. Are you guys for real?

Bud Gatena  
Dubuque, Iowa

Yes.

### GROWING PAINS

How can I get my father to get me a bigger bike? I have a 100 Kawasaki and I'm outgrowing it fast. I can sell my sister and her boyfriend (they both crash a lot) if I have to. My father is so tight that he reuses toilet paper. All my friends have bigger bikes and I'm always last except for my Honda friends who are busy chasing turtles.

Captain Who  
Midwest Invaders, Illinois

*Come on; we know that Vic Krause really wrote this letter.*

### PERSONALS

I am recently unemployed and in desperate need of a job to support a Suzook habit.

I am writing you for information concerning possible contacts for employment as a berm surveyor. I am also in the market for one rich pistol-packin' momma; must race Maico 501 in local track pits, thighs required, no Mexican food please.

Peter Rookie Houdlette  
Groton, Connecticut

### LITMUS PAPER?

You've got a great magazine. Sure. You even tell us so. But why in all the ever spiraling upward haze of the Cycle Universe do we have to put up with litmus paper on pages five, six, seven and eight. To test

Chet's acid breath, no doubt.

Wayne Flies

Bay City, Michigan

Oh no! Pages 109, 110, 111 and 112 too . . .

*We only did it to catch flies.*

### ENDANGERED SPECIES

Like many who seek to solve our environmental problems, the Nauga Preservation Society (NPS) is attempting to relieve stress in one area and in so doing is creating it in another. Naturally I refer to the plight of the sleek and graceful Rap-on.

Unlike the Nauga, which is found everywhere, Rap-ons range only in a small area located around Tucson, Arizona. This no doubt accounts for the oversight of the NPS in recommending the use of the Rap-on fork covers. Even now as prices rise on products manufactured from Rap-ons, this animal is being needlessly abused.

Save the Rap-on! And save money too! The Nauga is found everywhere. To be more humane we grow our own here in Pennsylvania. But when was the last time you saw a Rap-on?

Bob Zeird

President, International Rap-on Preservation and User Rehabilitation Society  
State College, Pennsylvania

*Zeird, the Nauga-using demon with the Husqvarna sewing machine, has invented more uses for the Nauga in this issue. Why he's got it in for Carl Shipman we don't know.*

### FLYING SCOOTERS?

In Preston's corner of your August issue, he says that Embry-Riddle in Daytona is a motorcycle mechanics school. It's not. It's an aeronautics university. He was probably thinking of American Motorcycle Institute, which is next door to ER.

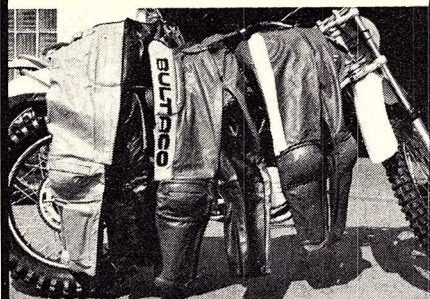
Oh yeah, about the letter from Dan Bailie: ignore it — yes; print it — no. If I want to read amateur humor, I'll buy a copy of MXA.

Eliot Black  
Jackson, Mississippi

*What letter from Dan Bailie? Who is Dan Bailie, anyhow? And who's this Preston Miller person you mentioned? And what's an MXA?*



## FOR THE RIDER

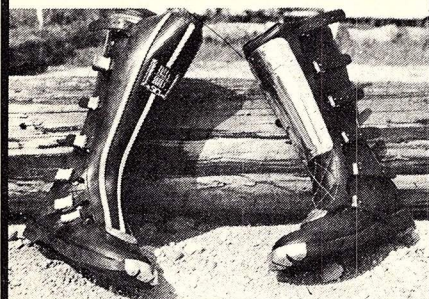


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 TORSTEN HALLMAN G.P. \$95.25

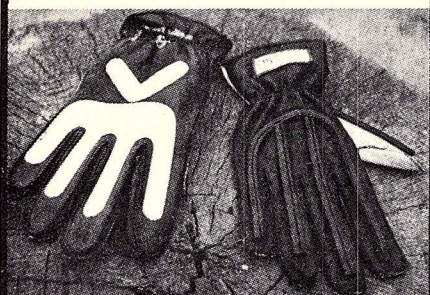
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 BOOTS —  
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 VERY  
 LATEST  
 IN  
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 PROTECTION



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 MX, ENDURO .....\$85.00  
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FULL BORE BOOTS .....\$69.95  
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HALLMAN G.P. GLOVES .....\$15.00  
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# Aero P.A.'s

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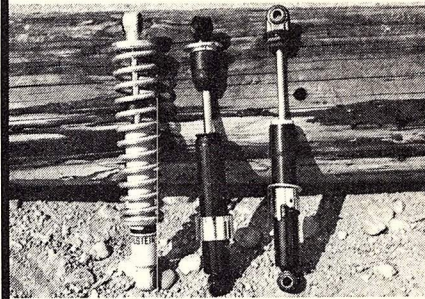
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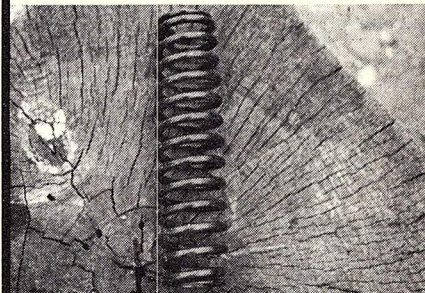
STATE \_\_\_\_\_ ZIP \_\_\_\_\_

ALL ORDERS WILL ARRIVE  
 U.P.S., C.O.D.

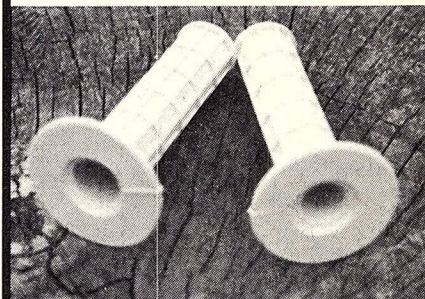
## FOR THE BIKE



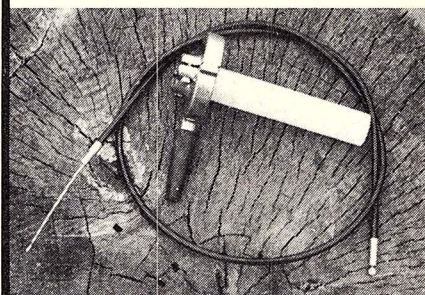
BILSTEIN (pair) .....\$97.50  
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 11.9", 12.5", 12.9", 13.4"



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TORSTEN HALLMAN QUICK  
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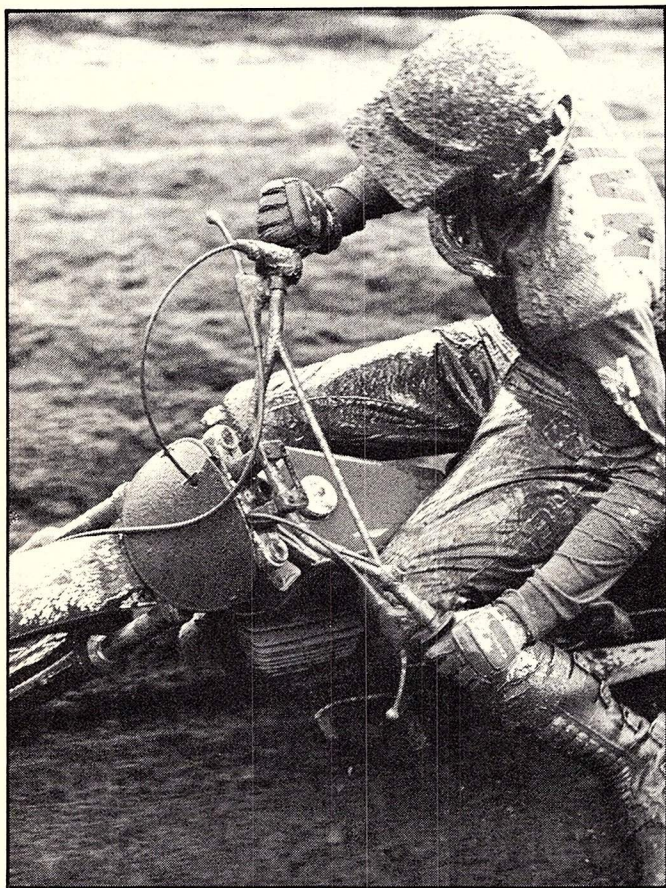


PUYALLUP TRANS-AMA

# DROP-OUTS, BREAKDOWNS, & FOUR-STROKES

by CHET HEYBERGER

*Puch wins, but meanwhile back at the Suzuki pits . . .*



Hans Maisch led most of the first moto when Roger high-sided off a jump with a locked front brake. It didn't last. He joined the rest of the riders who lost chains to the mud; the group included Bengt Aberg who did it leading the second moto.



Faces change in the support class as the Trans-AMA moves about the country. At Washington, Billy Payne, John DeSoto, Gaylon Mosier (on a Maico these days), Lars Larsson and lots of Northwest riders joined up. The mud got most of them.

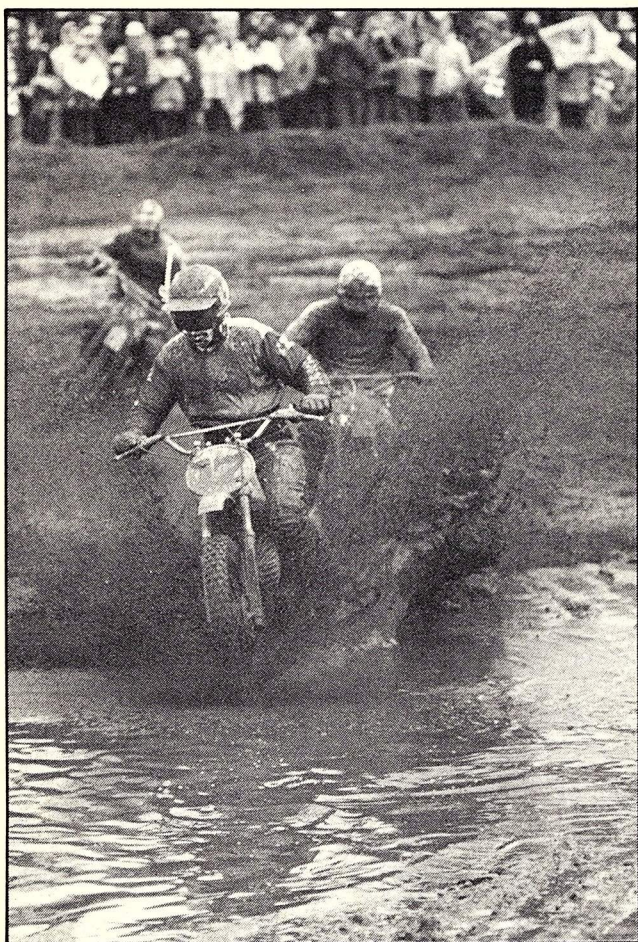




Kenny Zahrt, egged on by Steve Rauch, skated to third in the first moto, took advantage of every opportunity he could find in the second, and finished first just ahead of Ron Pomeroy who'd been gaining during the last few laps. Ken moved up to seventh in the series with the win, but Howerton is still way ahead.



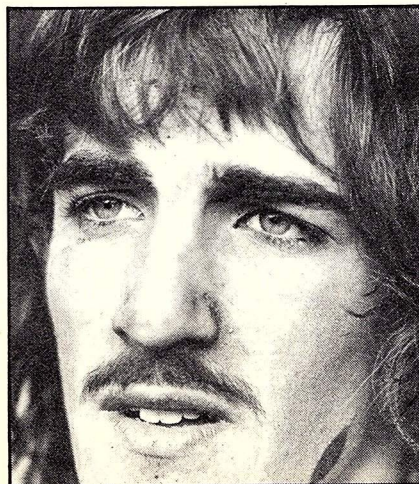
The Puch-sponsored Belgian scooped up the overall with a bike that looks more like yours and mine than it does the forward axle Suzukes, the new green Maicos and those bright red Hondas. The win moved Everts up to third in the series, but still almost 300 points behind Roger.



Tony must like Vic Allan. He got together with the Bul rider again at Puyallup. Tony doesn't like the new regime he had to accept with the new factory bike. They take it away Sunday night, give it back the next Sunday. Without his touch, it doesn't work very well.



Washington was bad for Hondas. Eierstedt failed to place. Rex only got up to 17th. Marty tried hard, hole-shotting everyone, but the slop wore him and the bike down. At least his eighth moved him closer to Howerton, 30 points to Kent's five for the event.



John Savitski. He and Bevo Forti, his mechanic friend, and two Pursangs have borrowed gas, food and showers all the way across the States. John places well here and there and counts on the purse money; consequently, he's developed a severe attitude about Edison Dye.





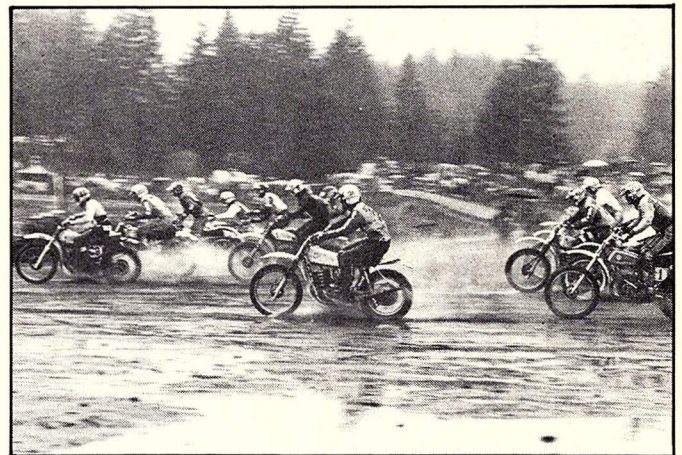
Some of the private support riders have made the whole scene. Like Mike Gillman and his Maicofied YZ. An 8th in the second moto made up for a bad first heat and got him up to 11th.



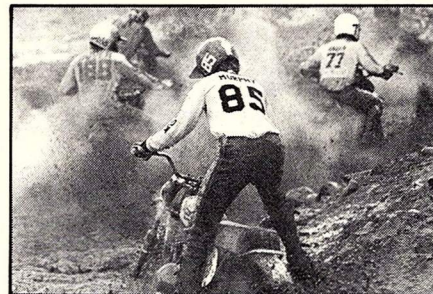
Suzuki's Mike Runyard took some extra practice when half the starting gate fell for the second moto. A couple of laps later, he rejoined the rest of the field. Gerrit didn't, though, another motor down in the mud. Willi Bauer sat out a couple of laps with a bad case of lost sight, capping a sixth with a 36th for two Trans-AMA points overall.



Bryar Holcomb demonstrated that the trick Puyallup starting gate could be jumped and also that it didn't help. A restart gave him another chance. Next time both sides of the gate fell at the same time. He didn't finish. Teammate Weil didn't even go out.



With Mikkola back in Finland, you might assume that Roger would ease off. No way. The World Champion wasn't the only dropout. Hambergren and Hansen went home after Texas. The entire Yamaha team quit. Can-Am disappeared. Jimmy Weinert didn't show. And even Caludio Pesce, the Argentine government's entry, was missing. (Action OZ photo)



Buck Murphy borrowed a Rokon for the event when his Honda four-stroke wasn't finished in time. He switched to the private Honda when Penton quit supporting him. His was the only valver that didn't show; there were two Cheneys, one CCM and two Hondas.





Besides a resurgence of quadra-strokes, a bunch of Anglos have joined the circus. Probably no coincidence at all. Tops was Vic Eastwood (sixth on a CCM), followed by Henning Hansen (Canada, 11th, Yamaha), Roger Harvey, showing how to generate steam here (England, 15th, Cheney), and Tom Kratzer (18th, Canada, Yamaha).



Radical Richard added another 80 points to the Suzuki score with a first American placing. After Livermore, the team had first and second in the series locked up solid. Home favorite Jim Pomeroy was mechanicaled, leaving it to Everts. That put an end to any hope that an American could win the Trans-AMA outright.

When you last tuned in to *As the Knobby Churns*, the continuing saga of the Trans-AMA, Gerrit was leading, Roger had one in the bag, and Heikki had the other. Will dethroned DeCoster meet his match in Mikkola? Or is Mikkola finished? Can Wolsink doctor the results in his favor? How about Aberg? Will Bengt break? Can the Americans defend our homeland from the invading hordes?

Those were the questions.

Some were relevant.

The Mikkola/DeCoster duel never transpired. Heikki went home with an injured ankle. And Roger got the series lead at Road Atlanta; no contest, not with Wolsink in Japan.

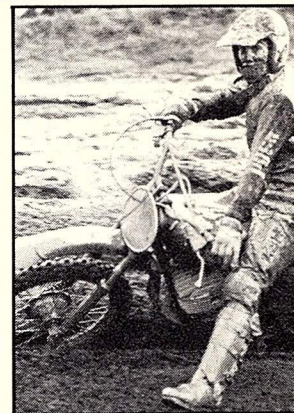
Gerrit was back for Florida, however, and won it.

Texas went to Roger again; mud doesn't bother him.

St. Charles was a vacuum sponsored by Edison Dye.

Lots more happened, too. Marty Smith won at Georgia and Orlando. Kent Howerton won the mud one. Verdant Swedes Hansen and Hammergren went home after Texas. So did Ake Jonsson, with a twisted knee.

More than this, you'll have to read in *Cycle News Central*, but stay tuned for Chapters Six and Seven right here, in this very issue. 🌀



Hi, Harry.

#### 500 INTERNATIONAL CLASS

- 1 — Harry Everts (1-2) .....PUC
- 2 — Roger DeCoster (5-1) .....SUZ
- 3 — Yukio Sugio (4-6) .....YAM
- 4 — Rich Thorwaldson (8-5) .....SUZ
- 5 — Mike Hartwig (2-14) .....HUS
- 6 — Vic Eastwood (10-7) .....CCM
- 7 — Mike Runyard (9-10) .....SUZ
- 8 — Arne Kring (3-19) .....HUS
- 9 — Gary Chaplin (12-11) .....MAI
- 10 — Sonny DeFeo (11-13) .....MAI

#### 250 SUPPORT CLASS

- 1 — Ken Zahrt (3-1) .....BUL
- 2 — Jim Turner (2-3) .....BUL
- 3 — Peter Lamppu (5-5) .....MON
- 4 — Rick Burgett (9-4) .....CZ
- 5 — Ron Pomeroy (14-2) .....BUL
- 6 — Ron Huffman (7-11) .....PEN
- 7 — Marvin Azar (12-7) .....BUL
- 8 — Marty Smith (6-14) .....HON
- 9 — Lars Larsson (18-6) .....MAI
- 10 — Gordon Ochs (17-9) .....BUL





Guess who wasn't in the lead?



## HUSQVARNA 250 GP



*The latest best stock  
250 we've ridden lately*

# SWEDISH CROSSER CREAMS COMPETITION

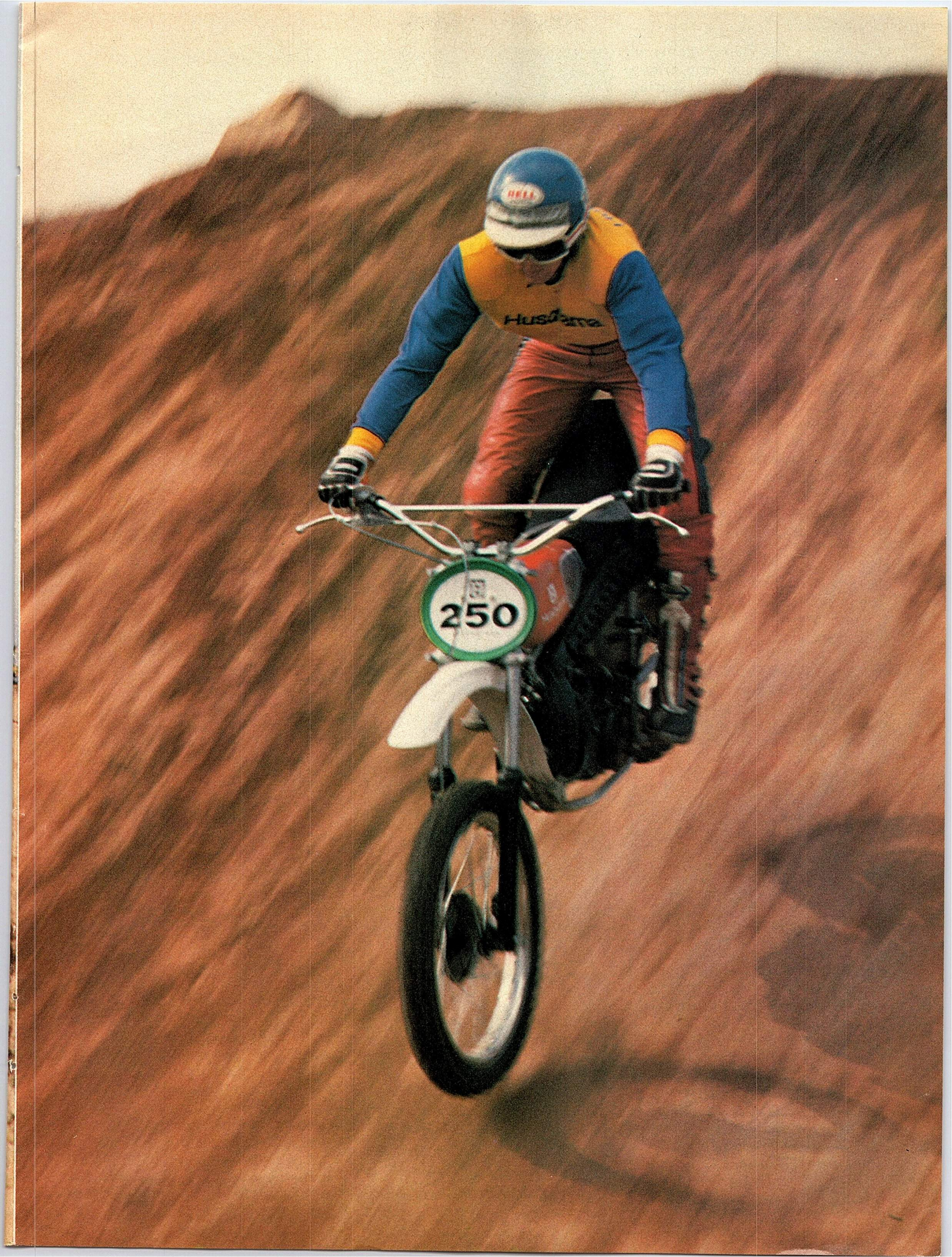
by the Staff of DIRT BIKE

How many times have you wished you could get your hands on an airship or a world motocross champion's factory mount? Or, better still, how about owning a new one? Say, a CZ like Falta's, or a 360 Husky like Mikkola's. The psychological effect alone would be enough to push you deeper into the corners and shorten your lap times.

Truth is, back in '68 and up to '70, you could buy a machine that was as close to what the factories were campaigning as ever. Both CZ and









Husqvarna were racing the same bikes in international competition that you could buy — barring occasional shortages and such — with the exception of a little port matching and some tape to replace the grips and keep dirt out of the mechanisms.

Now, finally, we've got another chance to own the *real stuff*. We're not talking about "only a trick pipe, factory barrel, forward mounted trick shocks and various lightweight goodies away from stock" either. We're talking about the SAME, as in "close as brothers," "personal touches away from stock." Ah ha!, you say. Just personal touches? Like maybe the engine, frame and forks, you might be thinking. Nope, guess again. How about the same frame, forks, engine, pipe, seat, tank, hubs, most everything. The only changes that we've noticed on the units that Husky preps for Trans-AMAs are things like grips, rims, ports opened up for better breathing, tires and sometimes shocks, and the addition of a bracket or two. Incidentally, keep in mind that this IS basically the same machine that Mikkola rode to win him the title of 500 World Champion, with the exception of the displacement difference.

#### WHAT'S NEW

The frame has been completely redesigned to accept laid-down gas shocks. It's made of chrome moly and actually works (flexes) while you



ride. For this reason, the air filter housing and pipe must have large rubber mounts to absorb the movement.

Gas Girlings come standard on the rear. Nils-Arne Nilsson, Service Manager and all-around good guy at Husqvarna Motorcorp West, told us that Heikki Mikkola ran one set of Girlings for half of the past GP season after experimenting with other units. They're designed to be used upside down for less unsprung weight. Rear axle travel is advertised



New frame and temporary air box.

at 7.6 inches. We measured ours and it was actually more at 20cm, or 7.8 inches. Unfortunately, this was a bit too much travel for the rear fender mounts. After the first six hours of riding, the two rubber mounting loops in the rear stretched until they snapped from the impact of the tire. Factory-prepped bikes have stronger, rubber-covered, aircraft-type aluminum clamps.

Compression is slightly higher with the new radial head and we were told that it runs 70 degrees





cooler than last year's. Sounds like an exaggeration to us, but our thermocouple got run over by a rhino George was testing Tibblin gloves on. This year's gearbox has an all-new detent locating mechanism. As Nils said, for the first time in their history, you can find neutral! Also there's a longer space between second and third gear. Nice!

The Bing carb had a special needle and needle jet made by Husky. It's quite a bit larger and is designed for use with the reed setup

to give better throttle response in the midrange. Oil capacity is two hundred and thirty (230) cc in the forks. That's a lot of fork fluid; ten or 20-weight is recommended. After draining, refill with just 215cc, because 15cc will hang onto the insides.

A Twin Air filter is now standard also. It's exciting. We're in a new age. It's all sunshine and lollipops! And the year of the alloy fuel tank is finally upon us!

Pipe and air box have been

changed in order to keep them tucked in and out of the way. More about the air box later.

In order to protect certain essential body parts (your parts), the seat now comes forward and over the tank with more padding.

Let's hear it for the mudless Akronts with stainless steel spokes!! Alright!

#### WHAT'S OLD

Both hubs and rear sprocket are the same as last year, as are the bars,





George felt that the GP performed adequately, despite the fact that it was not built in Czechoslovakia.

levers, cables, brake pedal and fork crowns. But, why change a good thing? Unfortunately though, the pegs are also the same as last year. Not exactly perfect, they need some teeth welded on to get a good bite on your boot. But don't get carried away with the teeth. They'll eat your boot right off! We once saw a man's leg ripped off by a . . . .

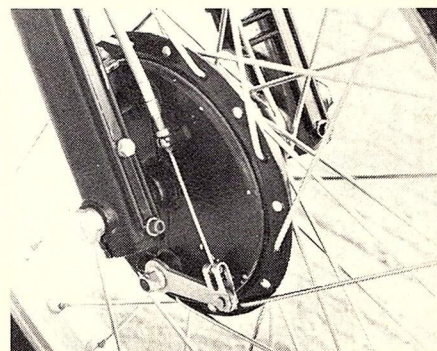
All of the engine's cases are made of the same old magnesium stuff. Yawn! The entire engine/gearbox unit with the carb weighs all of 27

kilos — that's nearly 59½ pounds. Making it the lightest 250 engine around.

#### GETTIN' DOWN TO IT

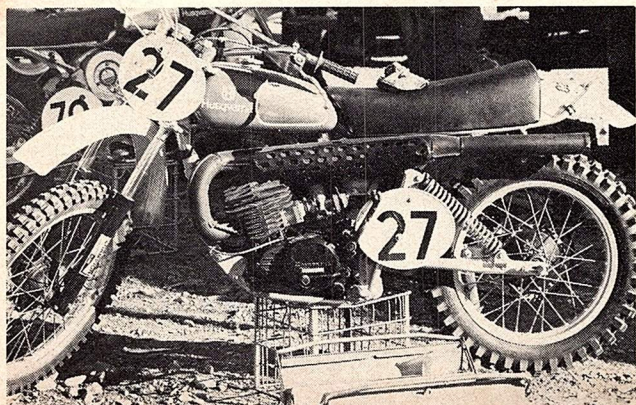
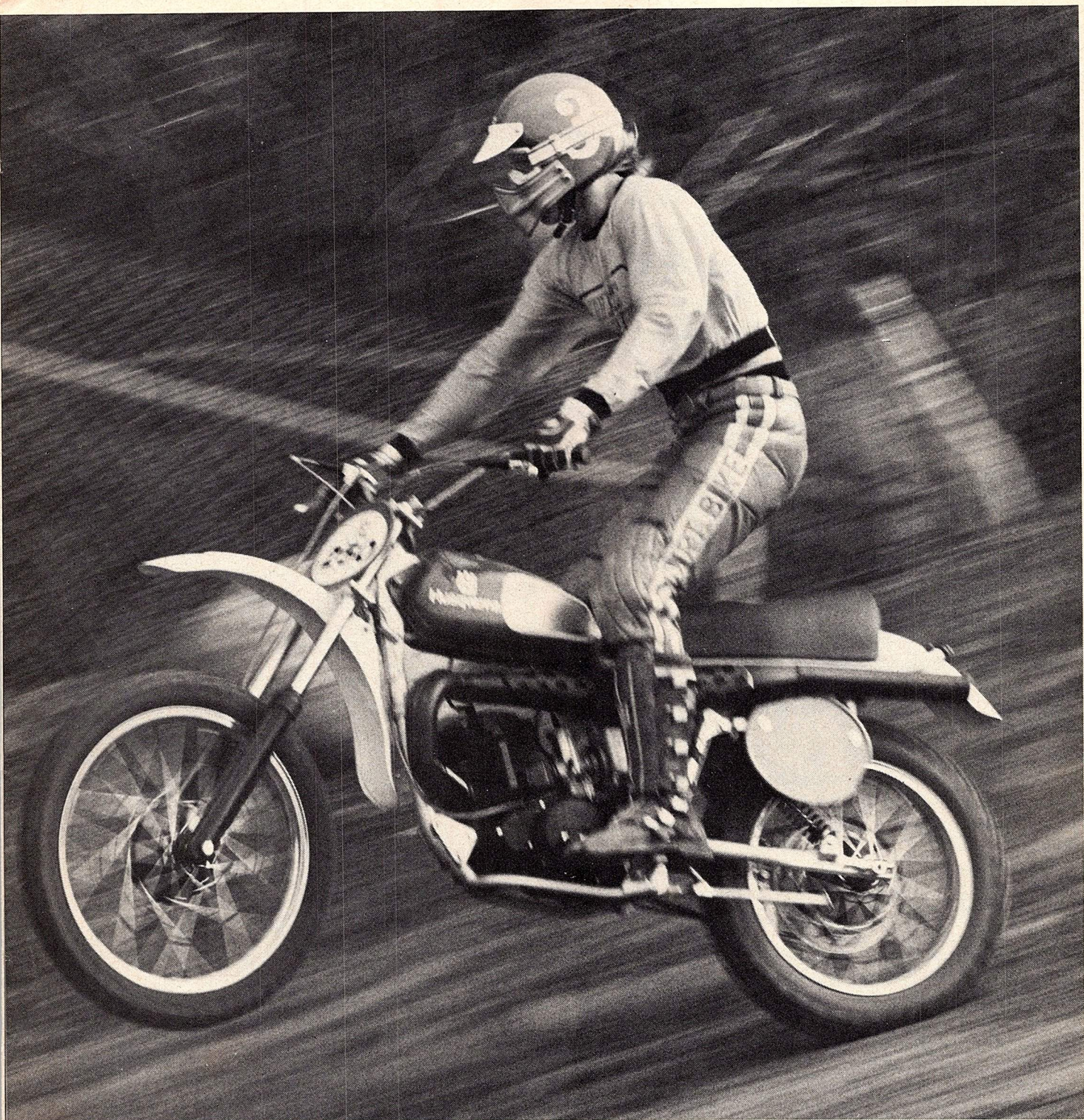
Our initial impressions of the mannerisms of the GP were formed at Carlsbad on — what else? — the GP course. The sea breeze was cool and the sky was overcast that morning. The track had not exactly been prepared, but it was moist and tacky in most places.

Talk about a bike for berserkin'!



Good stuff, except for the rim and maybe the tire.



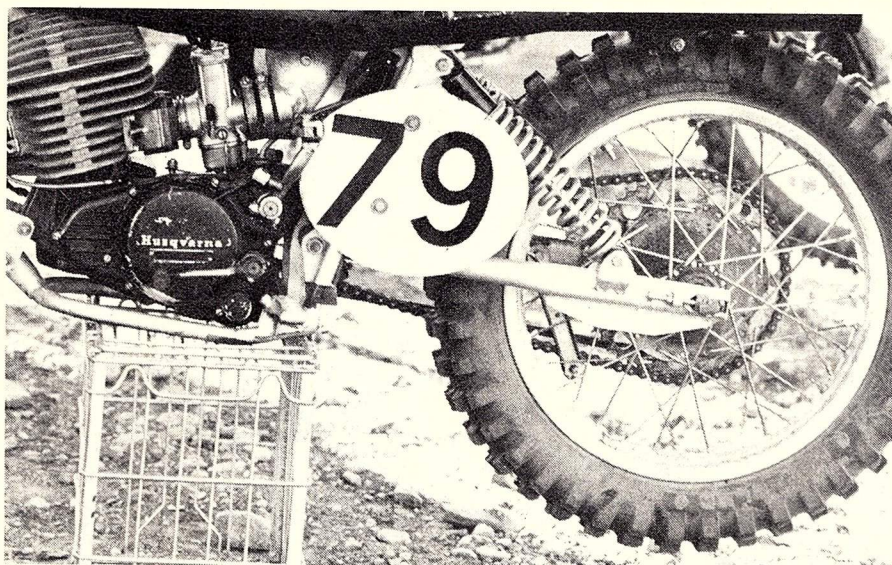


We thought that we should include a shot of Kent Howerton's factory-prepped bike so you can compare. Kent, by the way, won the Trans-AMA series support class overall.

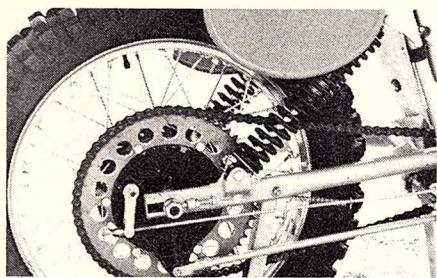
They should have called it a 250 Berm GP. It'll reach and grab ahold of anything with an edge on it and shoot you around like you were on rails! How do you think that Mikkola, Lackey and Howerton became such berm specialists? It's THIS bike. It'll make you dream about sixth gear, 80 mph, never-ending BERMS!

But take it out of the grooves, away from the berms, and it turns into a skittery side-slipper that'll make your toes curl. On some bikes,





Note trick swingarm on Mike Hartwig's scoot.



Here it is, the rear suspension that works as good or better than a monoshock.

two-wheeled drifts can be an absolute gas. On this bike, tricks like that don't exactly build your confidence. Which brings us to slides.

You can slide it, but it'll take pinpoint body positioning and a very savvy throttle hand to pull it off successfully. It just sorta comes around and then keeps you guessing while your sliding foot trails along two turns behind you. This is mostly due to the basic character of the beast, its powerband, and the tire/track surface combination.

Our bike wouldn't run cleanly below, say, 3000 rpm. Dropping the needle a notch and a twist on the air screw helped some. When the reeds come in, at about 4000 or so, it takes off like a rocket. Pipey? Yes, a little, but mild compared to last year's 250 YZ Yam.

One of the trends 250s are moving with these days is towards more high-rpm horsepower and compromising a bit at the bottom and mid. It's a powerband more like today's 125s and less like the 250s of a couple of years back. Though it'll feel peculiar at first, you'll get used to it. Al Baker did, and then decided

it was the best powerplant ever.

The Trelleborgs which come standard are excellent for wet, or even moist, dirt. They are not the warm setup for the majority of our blue-groove, powder-covered adobe tracks.

Valley Cycle Park was a perfect place to confirm our convictions on the Trelles. The track was in its usual condition, slicker than deer guts on a door knob. A lot like sawdust on Bakelite. Jim Connolly, Al Baker, Jeff Wright and Commander Jim Felt were good enough to come along and share their impressions with us.

Everyone got off on it — one way or another, even though it slid around quite a bit. Straight line stability was excellent even while under full power. Baker thought it would make a good desert bike. Later, suspicions were confirmed. Maybe shorten the swingarm a little. For sure, change the tires.

Connolly was a little shaky on it because it didn't slide anything like his Bultaco. He's always sideways. From the time the gate drops, till the checkered flag where he's most always first.

He said that it would let you go down hills faster than you should. On the uphills, it felt like it had as much power as his 360. Put some tires on it still.

Suspension was dialed in for everyone who rode it. We were all between 155 and 175 pounds. In the rear, the new gas Girlings sucked up all the bumps, kept the rear end on the ground as well or better than the Maico, and didn't lose their

*Continued on page 86*

## 250 GP HUSKY

PRICE (retail, approx.) ..... \$1695  
ENGINE TYPE ... Two-stroke, reed valve  
DISPLACEMENT ..... 245cc  
BORE & STROKE ... 69.5mm X 64.5mm  
COMPRESSION RATIO ..... 12.3:1  
CARBURETION ..... 36mm Bing  
HP at RPM ..... 28.2 at 7500  
CLUTCH ..... Six disc, magnesium  
PRIMARY DRIVE ..... Gear 2.413:1  
TRANSMISSION RATIOS:

1) ..... 2.06:1  
2) ..... 1.55:1  
3) ..... 1.23:1  
4) ..... 1.04:1  
5) ..... 0.88:1  
6) ..... 0.77:1

FINAL DRIVE ..... Reynold 520  
..... 12-tooth countershaft  
..... 56-tooth rear sprocket

AIR FILTRATION ..... Twin Air foam

ELECTRICAL SYSTEM ... Motoplat CDI

LUBRICATION ..... Pre-mix 32:1

RECOMMENDED FUEL ..... Premium

RECOMMENDED OIL ... Castrol R or GP

FUEL CAPACITY ... 8.3 liters (2.2 gallons)

FRAME ..... Swedish chrome moly steel

SUSPENSION ... 20.5 cm travel (8 inches)

..... 20 cm travel (7.8 inches)

(measured at the rear axle)

WHEELS & SPOKES ... Akront mudless, stainless spokes

TIRES:

Trelleborg ..... 3.00x21

Trelleborg ..... 4.00x18

DIMENSIONS:

Wheelbase ..... 44.8 cm (57 inches)

Clearance ..... 25.5 cm (10 inches)

Seat Height ..... 88 cm (34.6 inches)

Handlebar Width ... 89 cm (35 inches)

Weight ..... 98.9 kg (218 pounds);

weighed with oil and one gallon of gas

..... 45.8 percent on front wheel

..... 54.2 percent on rear wheel

BRAKES:

Front ..... Cable-operated conical

Rear ..... Rod-operated conical

SILENCER ..... Yes, loud

SPARK ARRESTOR ..... No

PRIMARY KICK ..... No

WARRANTY ..... None, but Husky will

cover obvious defects

PARTS PRICES:

Piston Assembly ..... \$34.98

Rings (1) ..... \$6.05

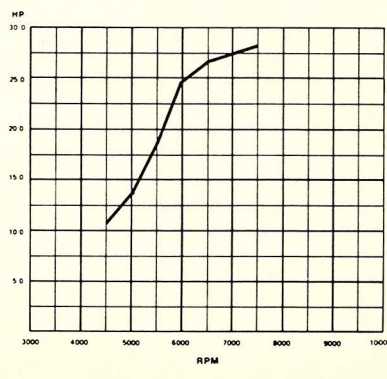
Clutch Cable ..... \$2.93

Cylinder ..... \$146.32

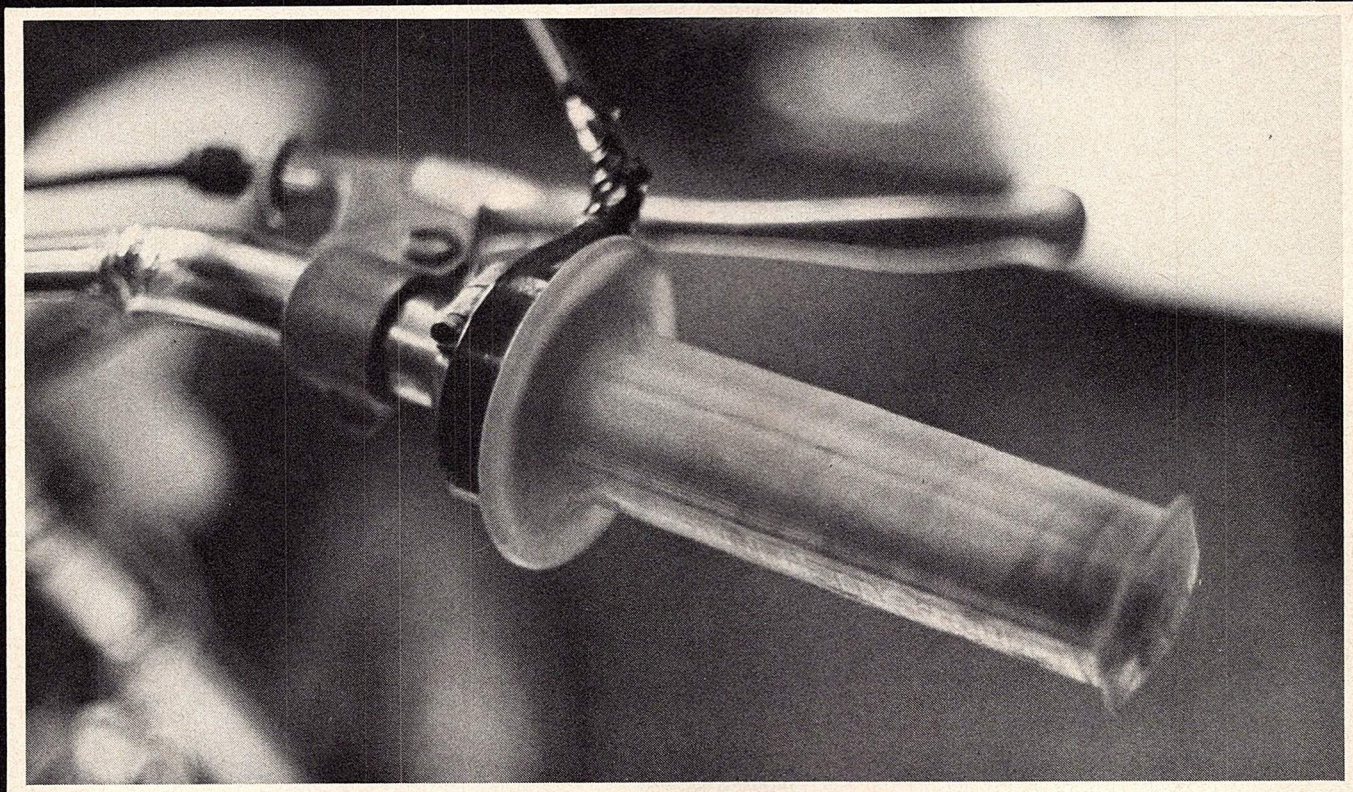
Shift Lever ..... \$7.11

Brake Pedal ..... \$11.22

Clutch Lever ..... \$5.85







*Hexational!*

## PRESTON PETTY HEX-GRIP

by the Staff of DIRT BIKE

Back a while, Preston Petty laid some weirdly-shaped handgrips on us. They had six sides and looked kinda ugly — like something you'd see on a chopper. "Har, har, looka them funny grips," we said. "Quit laughing and put them on; ride with them, and let me know how you like 'em," said Preston in FORTTRAN, his native language.

We did. We put a lot of time on those grips; months, in fact.

Then PP sent us down a batch more. He wanted us to give them away and get him some more feedback. (That Preston, always interfacing with his public.)

We gave Hex-Grips away to our test consultants, to other friends, and to some local names.

Some people said they couldn't stand the grips. Just could not get used to them. They gave up.

We even heard one story about a desert rider who cut them off and rode in bare-bar. That's a serious dislike.

But most of us found that the grips

actually helped us go faster. Seriously. The six-sided design conforms to the inside shape of your hand when it's curled to fit the bars. Having the flat sides to hold instead of a round shape means that you don't have to hold on as tight. Squeezing less means relaxing more. And that means that your forearms don't get pumped up and painful.

All that compiles into going faster for longer periods.

Little things count.

Another good feature is a built-in throttle guard on the inside edges of the grips. Neat, Preston.

You do have to get used to the odd shape, though. We saw one rider try the Hex-Grip for the first time and proceed to get blisters under his normal calluses. It's important to get both grips positioned so that your hands' natural contours match the flat sides. You have to experiment a little.

The package they come in has some installation hints on it, but we'd like to add that if you have

small hands, it's a good idea to shave down the corners on the bottom where your thumb wraps around.

Once you get dialed in, you'll find out the advantages of the Hex-Grip. As a matter of fact, they're the kind of thing you don't want to blab about to everyone else in your class. You know, secrets of the trade and all that.

To illustrate, let us tell you a story. Jim Connolly and Mike Hannon are on top of District 37's open expert class, both on 360 Pursangs. Jim had a pair of Hex-Grips on his 125 (he's got that class locked up) and had just run his 125 moto. After parking he went up to Dick Miller and said, "Dick, Dick, do you have another pair of those grips? I want to put them on my open bike. I can't ride without them." He got the second pair. Later Mike walked up to Jim and asked about the funny looking grips. "Aw, I guess they're OK," Jim told Mike.

When Mike walked away, Jim was chuckling to himself.



# Move to the fro



Always wear a helmet and eye protection when you ride. CR's are designed for motocross use only and sold "as is" without warranty. Model availability



# nt of your class.

## The Honda CR's.

When high school senior Marty Smith took the #1 plate in the National AMA 125cc motocross class, he was riding the #1 bike—the 125cc Honda Elsinore™

What makes it the #1 bike?

The top four places in the class all went to Team Honda. And there were only four Team Honda racers in the 125cc class. And the *only* bike they rode was the Elsinore.



This year Honda has boosted the power on the two-stroke CR-125 to boost your chances of winning in motocross. The redesigned piston, cylinder and expansion chamber on the new CR-125Ml give it a wider powerband and more peak horsepower. New rear shocks have larger rods for greater strength. And Honda has made other changes to increase the 125's durability.

More power, more durability—the new CR-125Ml may well be in a class by itself for '75.

Our other front runner, the Elsinore CR-250M (inset), continues to win more and more races around the country. First year out, its rider also took the AMA #1 plate in the 250 class. No wonder. The amazing Honda Elsinore two-stroke engine combines the lightness of aluminum and magnesium with the strength of steel to create an incredibly lightweight powerhouse. The competition's still trying to catch up.

If you're serious about racing, see the Honda CR's at your nearby Honda dealer's. They can help to make you your class leader.

**HONDA**  
Good things happen on a Honda.



## OBSERVED TRIALS CHAMPIONSHIP

Lean Lane Leavitt made a molehill of boulder-strewn Stonemountain, the scene of the ninth and final round of the U.S. National Trials Championship series. The canny Californian had cinched the title the day before at the eighth round held near Ft. Worth, Texas. With hardly a bother Leavitt performed a graceful ballet through the boulders for his second straight win in the North American Trials Council series.

Bultaco teammate Bernie Schreiber, with 39 marks lost, picked his way through the rocky ravines for second place behind Leavitt's winning 28-point total.

The treacherous weather cooperated by clearing, and the meet drew one of the series' largest crowds from nearby Tulsa. Stonemountain peeks its unruly head out of a flat, gully-washed countryside so poor it grows only rocks. The big boulders bested the boldest trialsman with the exception of Leavitt, who toured the course with a champion's graceful ease. After scoring a discouraging 16 points lost on his first lap, the nimble Californian (northern, if you please) recorded a low of five marks lost on his next round. Leavitt's score was made believable only by New Yorker Don Sweet's matching five on the same lap.

Going into the final lap, Sweet lead with a two-lap low of 20 followed by Leavitt's 21. At this point, most of the field had been literally stoned out of contention by the tortuous Stonemountain terrain. Within a stone's throw of Sweet and Leavitt was Yamaha factory trialsman Joe Gugliemelli with a 17 and 12 for two laps. Gugliemelli finished with a third lap score of 11 marks lost after a two-point penalty dispute was decided in his favor, which was good enough for third overall.

While Leavitt was tapping out with a strong last round of seven, Michigander Bob Hopkins and Maryland Whaley of California finished with a pair of nines to salvage sixth and seventh respectively.

In the meantime, Montesa team



Montesa's Marland Whaley: second overall.

# LANE LEAVITT:





Leavitt, complete with plastic trials boots and no funny hat, through Stonemountain's fourth section.

# **CLEAN #1** *Making Molehills Out of Mountains* by JACK B. HARWOOD

MARCH 1975





The 1974 U.S. National Trials Champion. (Mike Potter photo)

captain Martin Belair was coming back from a hefty 24 points lost on his first lap to record an eight and 11 for 43 total marks lost and a fifth for the meet. Sweet rocked across the finish line with a disastrous 22 to wind up fourth.

Cleans came more frequently than Saturday night baths, with sanitary honors shared by Bernie Schreiber and Marland Whaley at 29 perfect tries each. Leavitt recorded a well-scrubbed 28 cleans. Afterward, Leavitt left no doubt about his most satisfying clean. On the tough #6 "Tire-Grabber" section, Leavitt left behind three points on each of his first two tries before cleaning it on his final lap.

"Tire-Grabber" was as good as its word, snatching away 747 penalty marks against the field. Easiest section was #2, whose "Old Terrible" name proved you can't tell a trap by its title.

Stonemountain's meanness is reflected in its 2.45 average per try. And Leavitt's stone-breaking form is displayed in his .6-point per try. Leavitt completely mastered several sections with perfect scores on all laps through #2 — "Old Terrible," #8 — "Colt .45" (45-degree slope), #10/#11 — "Keep on Trucking" (long double section), and #15 — "117 S. Summit" (address of a victim who lost a meet on section's double verticals and sharp turns with steps).

Leavitt clearly dominated this series of national trials with five wins, two seconds and a fourth. Marland Whaley captured two titles, while Mark Eggar and Don Sweet each earned one victory. Going into the final round at Stonemountain, Sweet and Whaley were settling who was going to be second ranked behind Leavitt. Unofficially, Whaley beat out Sweet in the AMA-sanctioned events.

In reviewing the series, its galloping godfather, Wiltz Wagner



Gary Stuart, Honda-mounted, cresting the steep exit of section #15. Check the tongue-concentration.



Don Sweet won in Pennsylvania and showed up in third for the national championship.





At last, a funny hat. It belongs to Mike Griffiths.



Tight tree-lined section, and Jeff Koskie showing how.



U.S. Observed Trials Championship Results (best five scores of the nine events count)

Name/Home town	Machine	Points
1 - Lane Leavitt, Pleasanton, CA	Bultaco	8000
2 - Marlin Whaley, Santee, CA	Montesa	6700
3 - Don Sweet, Eagle Bridge, NY	Yamaha	6400
4 - Mark Eggar, San Diego, CA	Montesa	5600
5 - Steve Darrow, Redwood City, CA	Montesa	5200
6 - Joe Gugliemelli, Walla Walla, WA	Yamaha	4900
7 - Bob Hopkins, Union Lake, MI	Yamaha	3600
8 - Marvin Heath, Seattle, WA	Bultaco	2800
9 - Martin Belair, West Covina, CA	Montesa	2000
Bernie Schreiber, La Crescenta, CA	Bultaco	2000

Continued on page 94





While riding a Pennsylvania enduro last spring, I was stopped by the sight of several riders floundering in the middle of the 200-foot-wide, cylinder-head-deep Little Schuylkill River. Another rider was struggling at the bottom of the steep 15-foot bank on the far side. The problem was obvious: go too fast and drown your engine or go slow and chance not making it up the rain-soaked bank. Slipping the clutch and screaming the engine in low, I eased my Dit-1 into the water.

I took it easy until I was within 30 feet of the far shore. Then I gunned it through the now only foot-deep water, sending up a spectator-pleasing spray. Children cheered and young damsels fainted as I wheeled over the crest of the bank.

A bit dramatic, perhaps, but that's exactly how it happened. Honest! And all because I was prepared for just such a situation.

In most cases of drowned engines, the cause is front wheel splash glancing inward off the rider's legs. This spray then gets sucked up by the air box, eventually clogging the main jet or wetting the spark plug. Slow down or drown; either way you'll waste a lot of time at water

crossings.

The obvious solution is to wrap about ten feet of duct tape across the frame tubes behind the engine to shield the air box. This works well if you don't mind your bike looking like it has a dented trash can grafted to its midsection.

What I suggest is that you take the super-sano route followed by manufacturers in prepping their bikes for ISDT competition. They use simple, easily detachable vinyl shrouds. With very little fuss you can make one of these for yourself using Naugahyde and Velcro.

*Raise the hull speed of your scooter*

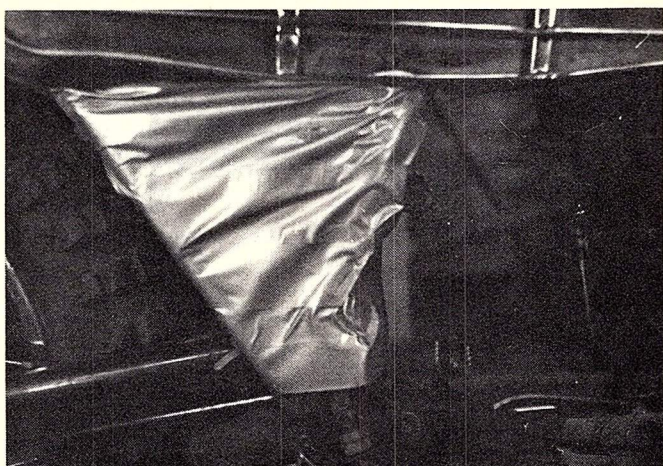
## ISDT REPLICA VINYL AIR BOX SHROUDS

by **BOB ZEIRD**

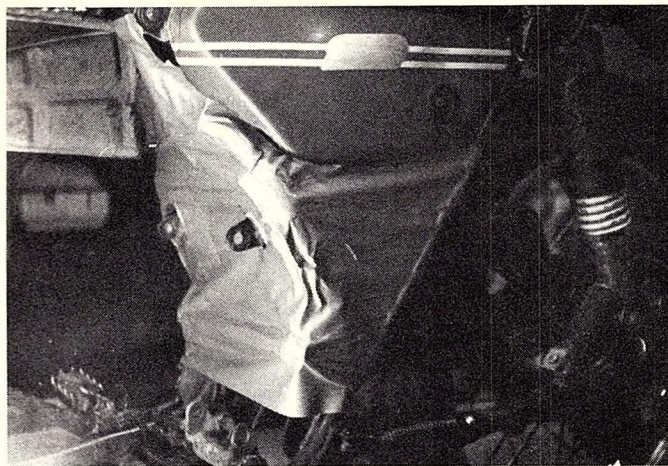
Here is what you do. First, disconnect the carburetor, the oil line from the oil injection tank if any, and whatever else runs between the engine and the two frame tubes running down behind it. If you disconnect the line from the oil injection tank, be sure to bleed the pump when you replace it. Otherwise a resulting air bubble could block oil flow — causing your engine to seize.

Now, get out your handy roll of duct tape (sigh), or wide masking tape if you don't have duct tape (shame). Use the tape to make





Don't let wrinkles in your duct tape pattern worry you; they'll actually disappear when you use the Naugahyde.



Making slits down from the protuberances like that will allow you to remove the pattern without losing anything.

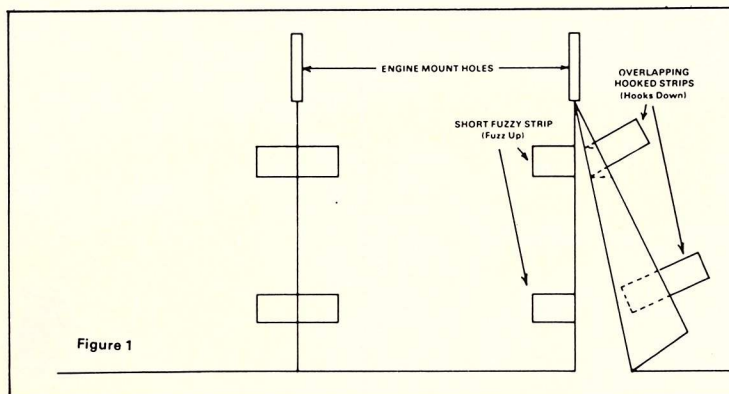


Figure 1

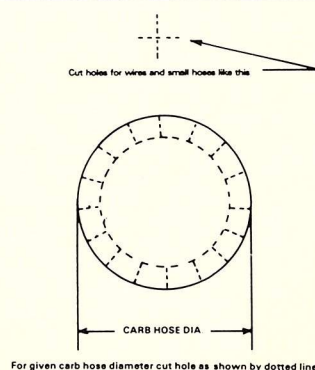
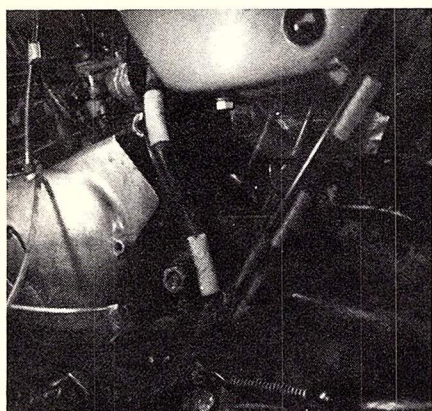


Figure 2

For given carb hose diameter cut hole as shown by dotted lines.

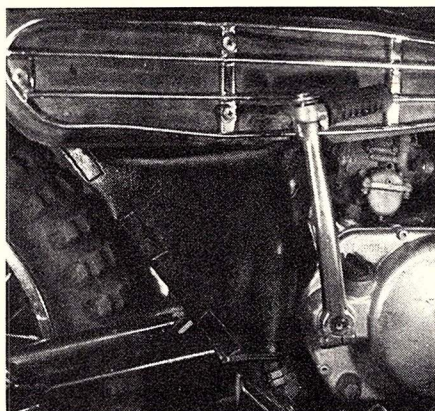


The white fuzzies there on the frame are the Velcro strips used to hold your fancy shroud on the machine.

yourself the prettiest shroud you've ever seen. Use your imagination. Spare no pains. This will be your final duct tape shroud and will serve as a pattern for cutting the Naugahyde. Don't get too fancy with the curves and keep your edges straight. Refer to the photos to see what's needed.

Now remove the tape shroud intact by carefully peeling it away from the frame tubes. If you extended it below the engine mounts, just cut a slit downward from each mount to clear it.

With your pattern in hand, run



Naugahyde along the exhaust pipe will get hot and conform to the shape of the pipe. Don't worry about it.

out to the nearest friendly upholstery shop. Go right to the owner, show him your pattern, and tell him about your project. If he really is friendly, he'll sell you a nice piece of black Naugahyde scrap for a buck or so. If not, go somewhere else.

Now that you have the Naugahyde, trace your pattern on it, allowing a half-inch for slop all around. Be sure the shiny side will face outward. Then tape the shroud in place so you can spot the holes for the carburetor hose, oil hose, and various wires and cables. Cut and shape holes for these on the vinyl as

shown in Figure 1.

Tape the shroud in position again, this time running the carburetor hose through it. Work your way around the shroud, lifting and retaping it as you mark the locations of the Velcro strips that will hold it in place. These can be positioned along the periphery whenever the shroud contacts the frame tube.

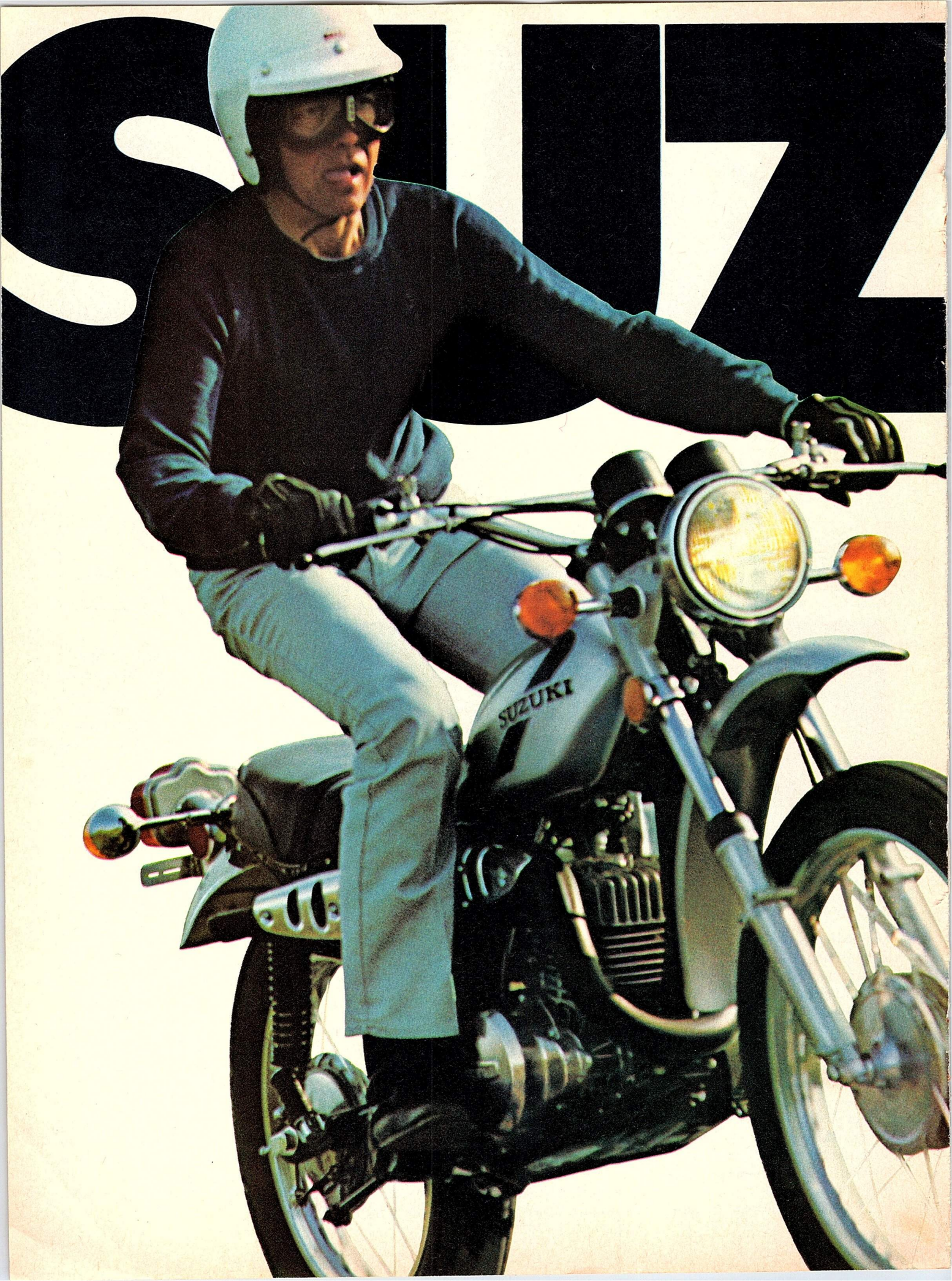
You can buy Velcro stripping at most any fabric shop for about two dollars a yard. You might just as well buy a yard — it's cheaper that way.

Sew two-inch strips of the looped Velcro tape to the Naugahyde where you've marked it. Then, using a good contact cement and following the instructions carefully, glue mating strips of the fuzzy Velcro tape to the frame as in the photo. If your shroud extends below the frame mounts you can close up the slits as shown in Figure 2. In such a case you'll also have to cut away the shroud to clear the chain.

You can now trim or hem the excess material at the edges. With the shroud finally attached, replace all of the assorted hoses and cables removed earlier.

Now go out there and make some waves.







# MUK

## GET UP ON THE PEGS OF A TS-250 AND LOOK FOR A STEEP HILL TO CHARGE. OR FIND AN OPEN HIGHWAY AND RACE THE SUN TO THE HORIZON.

You pick it. Road or rough, the TS-250 loves it all.

### Low-end torque for the dirt.

18.8 ft/lbs of torque at 5,500 rpm. That's a lot of push up a hill. A lot of pull through mud and sand. A lot of power any way you want to use it.

A big 21-inch front wheel and almost 10 inches of ground clearance let you step over the rough stuff. Bead stoppers keep your knob-bies from twisting. Rugged enduro forks and 5-way adjustable shocks keep it all under control.

You get pointless electronic ignition (PEI) for hotter spark, less plug fouling. And the primary kick starter lets you start in any gear.

The flexible polypropylene front fender sits up high so mud won't cake up over the tire. The muffler is pulled up and tucked in out of

your way. And the tripmeter ticks off the miles to show you how far you've gone.

### Top-end speed for the road.

At 6,500 rpm, you develop 22 horsepower—enough to cruise without effort at 55 mph. With plenty of passing power in reserve.

Shift it up, sit back and give it some throttle. The Crankcase Cylinder Injection system (CCI) makes sure the engine gets the right mix of gas and oil. Automatic. You don't do anything.

Hi-low beam headlights. Big brake light. Turn signals, speedo, tach, dual mirrors. You even get a flip-up gas cap that locks.

And on top of everything else, the engine has a warranty for 12 months or 12,000 miles.\*

### A lot of machine for your money.

The bottom line of it all is that the TS-250 can go just about anywhere

you want to go. It gives you a lot of fun, a lot of freedom, for your dollar.

\*Suzuki warrants internal parts of the cylinder head, block and transmission for 12 months or 12,000 miles. Just comply with Owner's Manual instructions: mail registration to Suzuki within 48 hours and receive service checks from a Suzuki dealer at 750, 2,000 and every 2,000 miles thereafter.

**Get a closer look at the TS-250 at your Suzuki dealer. While you're there, see all our enduros.**



**TS-100**  
10.8 Hp — 8.43 ft/lbs  
torque — 3-way adjustable shocks



**TS-125**  
12.7 Hp — 9.64 ft/lbs  
torque — 5-way adjustable shocks



**TS-185**  
17 Hp — 13.0 ft/lbs  
torque — PEI



**TS-400**  
33 Hp — 28.8 ft/lbs  
torque — PEI

U. S. Suzuki Motor Corporation, Dept. DB  
7060, Santa Fe Springs, Calif. 90670.





THE DIRT BIKE WRENCH RACING SOCIETY: CONVOCAION #1

# AIR, THE FIRST ELEMENT

by CARL SHIPMAN



## *The stuff that holds up hang gliders also makes your scooter run*

This is the first meeting. Evidently you guys forgot the beer. The main purpose of these episodes besides frivolity and reckless honesty will be to pass some laws about how motorcycles work and hear committee reports about how to make them work better. Anybody can join.

You buy a motorcycle which is advertised to produce 27 horse-

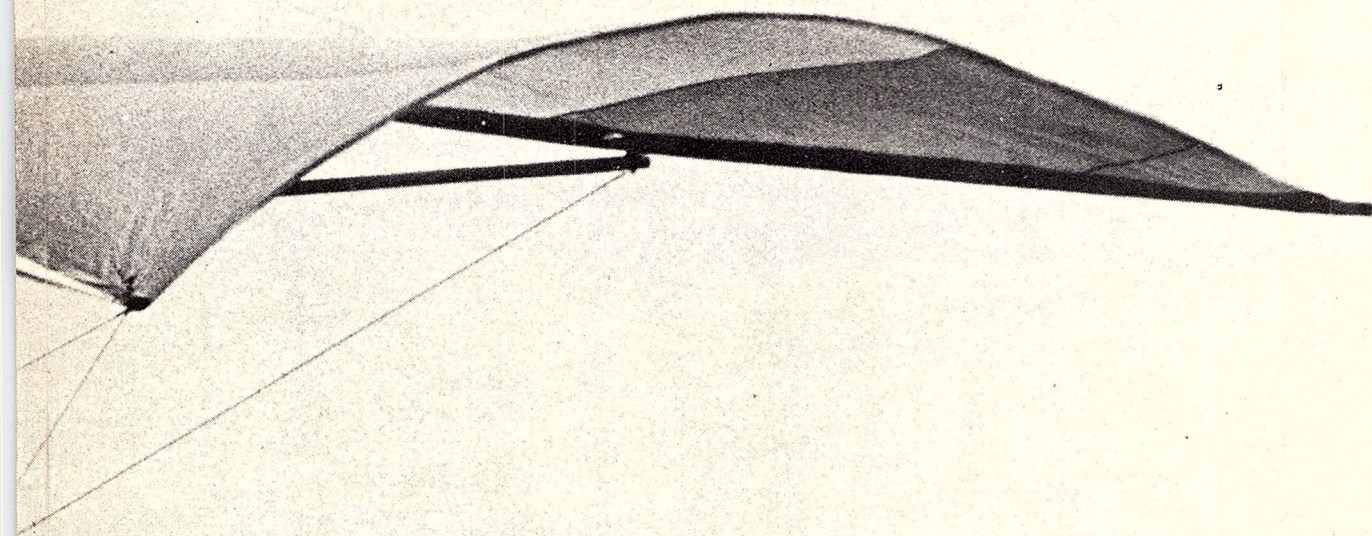
power, take it home and show it where to sleep nights. If it's too dark to go riding, you rub on it with a rag and contemplate the contraption. Does your suspicious little soul think there's *really* 27 horsepower in there? Gosh, no! You think there is *more than that*.

In a world where your money buys less every day, candy bars are mainly wrapper and a 12-ounce can

of beer contains 11 ounces, you still believe the engine maker gave more than you bought. You may be right. It's hidden in there somewhere. With a little scheming, labor and bucks, you can get it out.

Optimism flourishes. Getting more power is easy to do — true or false? False. All you have to do is change to a bigger carb whose name begins with M? Wrong again, but it may





help a little. Put on a bigger carb — maybe, if you know how to jet it for your engine and if you don't plan to ride slowly ever again. Grind on the ports — maybe, but it works better if you also change the pipe and carburetion.

Optimism is justified. There is more power in there, or more low-speed grunt, or more reliability, or more fuel economy if that's your

urge. But to reach any of these goals you first have to understand that all the parts of an engine work together in harmony, orchestrated by the designer of the engine. You can make it play a different tune if you learn to read the music.

I fretted about how to begin this enterprise and finally experienced a great revelation — *begin at the beginning*. That took six weeks. You

would have told me that right away if I had thought to ask you.

The beginning is to pour some gasoline into the tank and see 'bout how the machine makes motion. The stuff is costing maybe 50 or 60 cents a gallon, but what the engine burns most of is air, and that's still free. For each gallon of gas used, the engine draws in about 10,000 gallons of air.



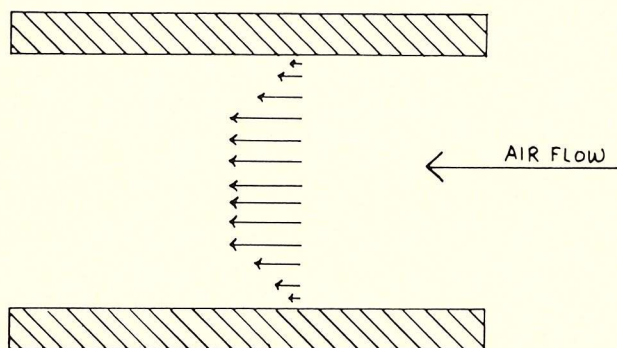
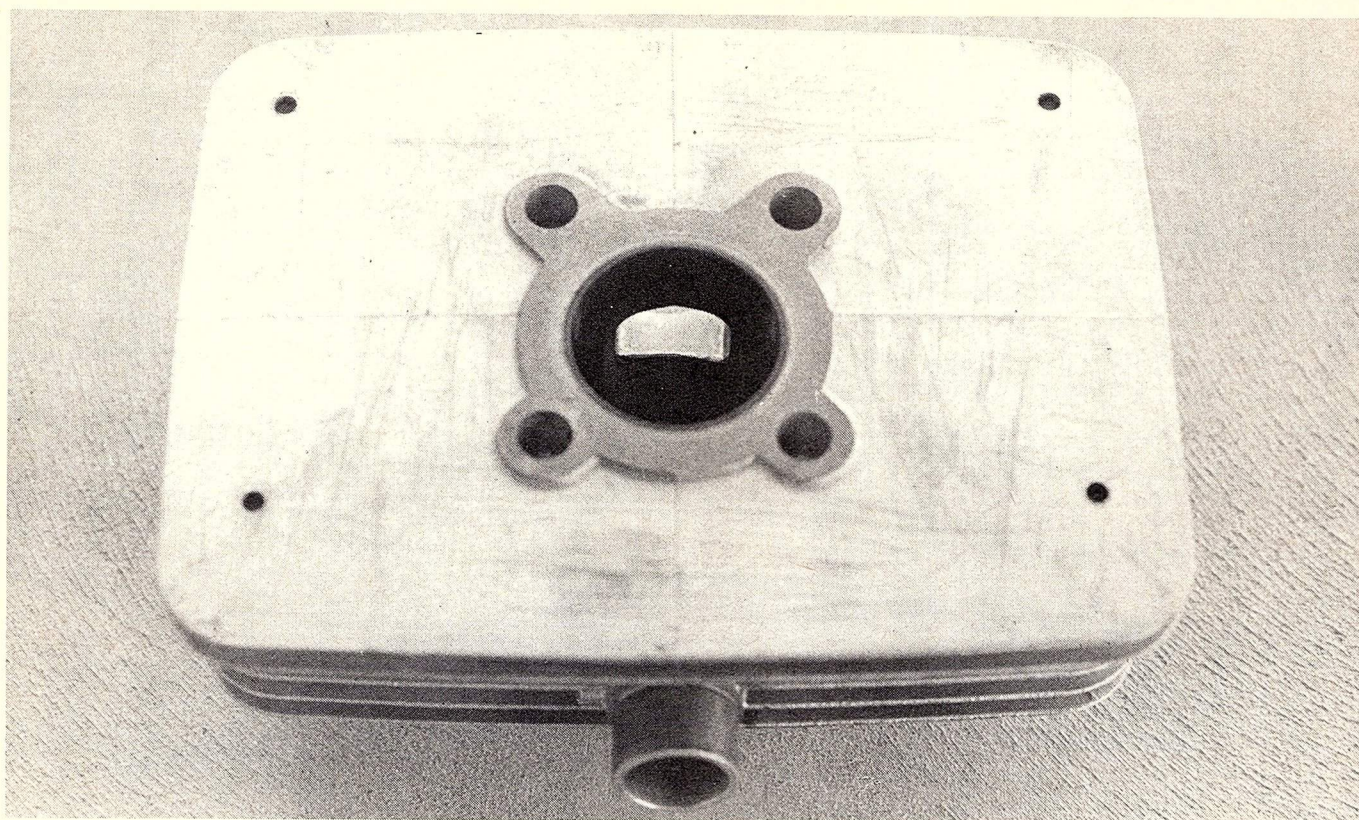


FIGURE 1

This gives you a rough idea of the air velocity pattern when air rushes through a pipe. Length of the arrows indicates approximate air velocity — low at the edges and high in the middle. Most of the "friction" is between layers of air near the edge of flow.

As you know, the oxygen in the air combines with the hydrocarbon fuel in a process called combustion. You can think about getting some air inside the cylinder to burn the gasoline you paid money for. Or you can take the opposite point of view. It's far better to worry about the problems of drawing in 10,000 gallons of air and then pumping it out again, while dribbling in one gallon of fuel *so the air will burn*.

An internal combustion engine is basically an air pump. The first test of its efficiency as an engine is simply how well it pumps air in and out. The fact that the air is hot going out is only a minor issue. That explains why you want relatively large air passages into and out of the engine, with gentle bends where necessary and smooth surfaces on the inside of the passages. Notice I didn't say

*polished* surfaces, I said smooth. Meaning no undulations, or bumps

Air is a fluid, and much of its behavior is comparable to other fluids. When air flows through a tube, we tend to worry about friction between the air and the surface of the metal tube. Generally that's the wrong place to worry about.

When a column of air is flowing through a tube, the outermost layer of the air column is in contact with the metal. We can imagine that the thickness of this layer is one molecule. To you and I, a metal surface may look smooth, but to a molecule of air any metal surface looks like it was bombed yesterday — with deep craters and gullies.

Friction between the metal and the outer layer of the air column is so great that the outside molecules get

hung up and don't move at all.

The next layer toward the center of the column moves a little bit and each successive layer toward the center moves a little faster than the one outside. A short distance in from the edge, the fluid flow gets up to speed and from there to the center it doesn't gain much. You can verify this at the bank of a stream by doing something scientific such as tossing leaves in the water.

Because the layers near the edge are moving in relation to one another, there is obviously some friction between the layers. That's the friction we think about between the air flow and the inner wall of the pipe, but it's really between adjacent layers of moving air, being sheared apart by differential velocity.

If the outside layer isn't moving at all, or at best is just barely dribbling



Even a little bump or irregularity in the wall of an air passage forces slow-moving air out into the path of fast moving air — like a first-turn traffic jam. This has the effect of blocking off part of the path and less total air gets through.

FIGURE 2

Both large and small pipes suffer from the air slow-down near the edge, but the large pipe will suffer less. Remembering that the length of the lines indicates air velocity, you can see that the edge slow-down in the small pipe affects nearly all the air flow. In the large pipe, the edge effect is about the same, but there is a lot of central area not affected at all by the slow-down at the edges. The main benefit of a larger passage is that it has a lot more area which is *not* close to the edge.

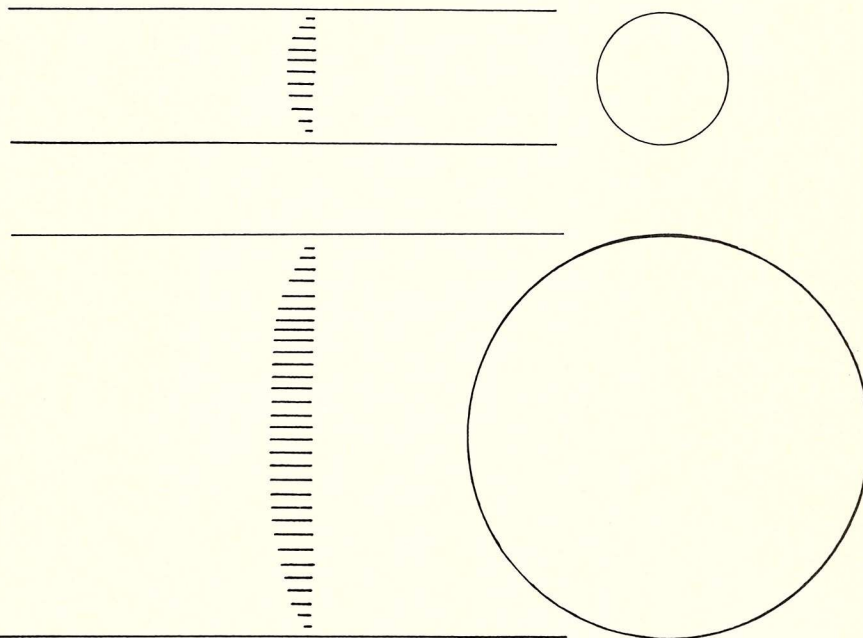


FIGURE 3

along, then it isn't using up much energy from the air column and the polish of the metal surface isn't very important.

Let's take a minute to think about why anybody would worry about the air losing *energy* as it rushes through the inlet passages to get into the cylinder.

You may have the idea that the piston moves in the cylinder and sucks air in — through the air cleaner, carburetor, inlet pipe and whatever kind of valving the engine uses. In other words, the piston is pumping the air in. If that was a good point of view, you could make a plan to overcome the friction losses in the induction system just by causing the piston to pump harder. You can't do that.

Imaginary experiments are easy to do, often helpful and always en-

dorsed by wrench racers. Imagine a container with no air at all inside — a vacuum. There's a sliding door in the side of the container. Take it out in your back yard and open the sliding door. Air rushes in from the outside and fills up the container. Why?

The container didn't do it because nothing moved inside. You didn't do it, you only opened the door. The pressure of the *outside* air did it. When air moves from an area of high pressure to one of lower pressure, it is the force of the *higher* pressure which causes the air movement. And there is only so much outside pressure available to push air into the box.

If the air encounters a lot of friction, it takes energy to slide past the friction and the energy to do so is derived from the pressure. That is,

there will be less pressure at the end of a small pipe with high friction than at the end of a large pipe.

If this doesn't seem like a practical point of view, think again. It's the basic problem of induction — getting air into the cylinder with the highest possible pressure. Because the pressure in the cylinder at the time the inlet system closes is a direct indication of the amount of air in there.

In the great back yard experiment, the best you could do was get the air pressure inside the box to be the same as the outside air pressure, which will always happen if you allow *enough time*.

In an engine, the amount of time for induction of air into the cylinder is limited and gets shorter at high rpm. The amount of pressure you

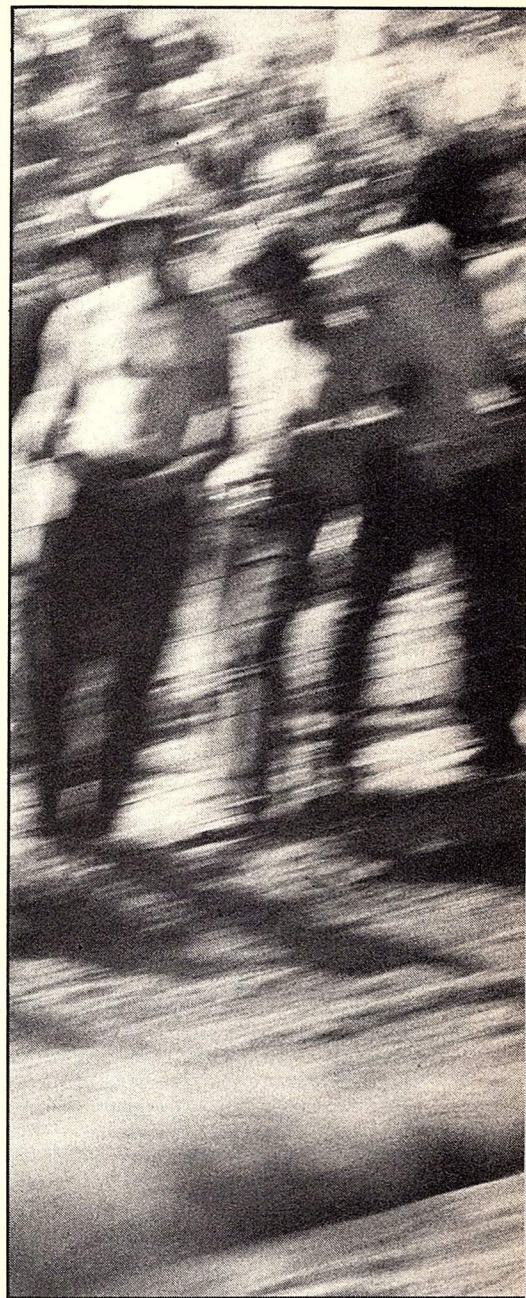
*Continued on page 91*



## CARNEGIE TRANS-AMA



Dust was a problem this year; last year, it drizzled. The course was also backwards from last year. And it was modified a bit. All the off-camber turns were fixed; every lump was smoothed, and the straights were lengthened. Instant insanity. Too fast; too easy; too hard to see.



Livermore last year was one of the best events in the Trans-AMA. This year, things were more definite. It was unequivocally the worst. Even for Suzuki — and they pulled four out of the first five places. Of course, they also have the largest team.

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*Lots Gets Decided; Many Get Detuned*

# LIVERWORST

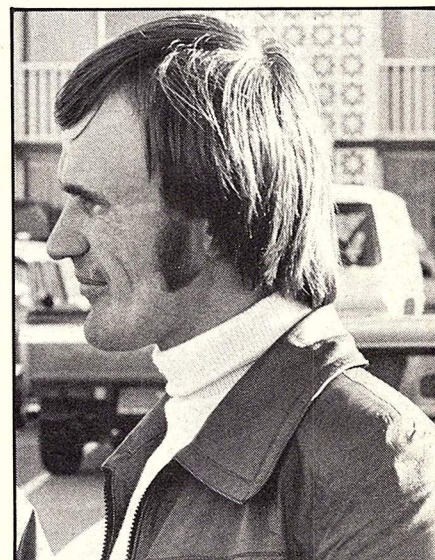
by **GEORGE WEGNER**

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In the Support class, Kent won, but by taking some seconds, not by blitzing them. Gaylon Mosier got him in the first moto, Marty Smith in the second.



Bengt has got to get some kind of prize for this Trans-AMA; he's put together some fantastic rides — and on an essentially stock Pursang, but then it broke or he crashed. The scoreboard reads like this: broken flywheel while leading at Unadilla; Honda Hills: a second and a slide-out while running second again; Orlando: fell while leading first moto; Georgia: bailed off a jump leading the first moto; Texas: lost chain both motos and again at Puyallup, while leading, of course. Here, he snapped a mainshaft after winning the first heat.



Dust got Jimmy Ellis twice. He bailed a third of the way through the first moto and got run over by Weil. Then he went down in the first corner of the last moto. Not a good Can-Am day at all. Gary was going well, but his motor soured, dragging him back to 24th the first moto and 15th overall. Marty refused to ride the second moto; 'least that's what the rumor is.







Rich drove up to the first turn and shut down. Steve didn't. Then they led the whole affair till halfway through. Drove the fans nuts too.



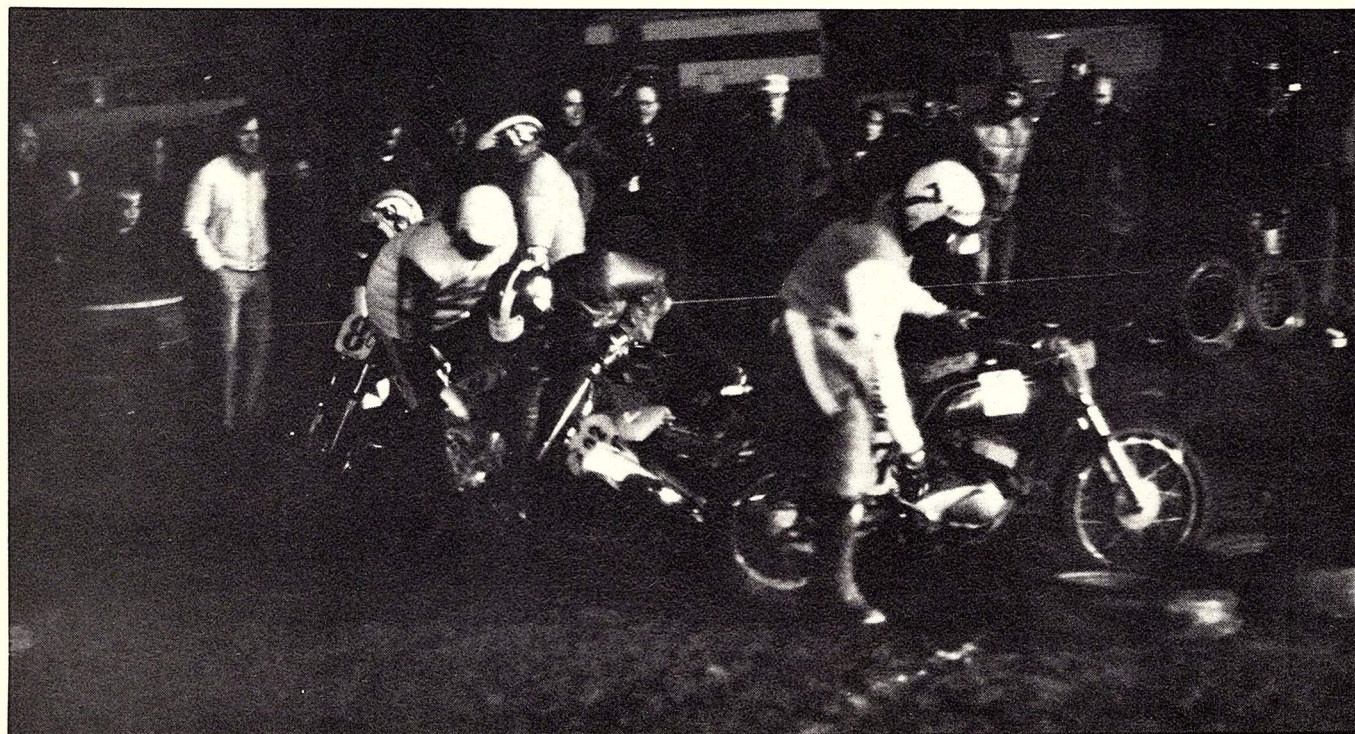
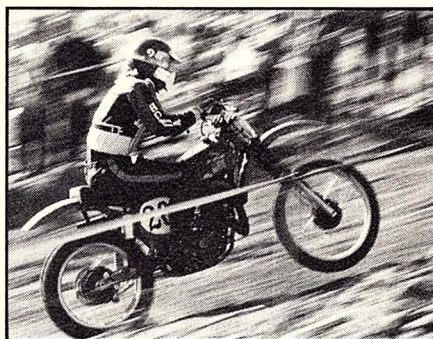




J. Weinert was styling in the first moto. He started late, got up to tenth two laps later, and finally worked (hard work, too) up to the second spot. Then it looked like his second Trans-AMA overall, but he fell, dropped way back and finished 18th. Bummer.

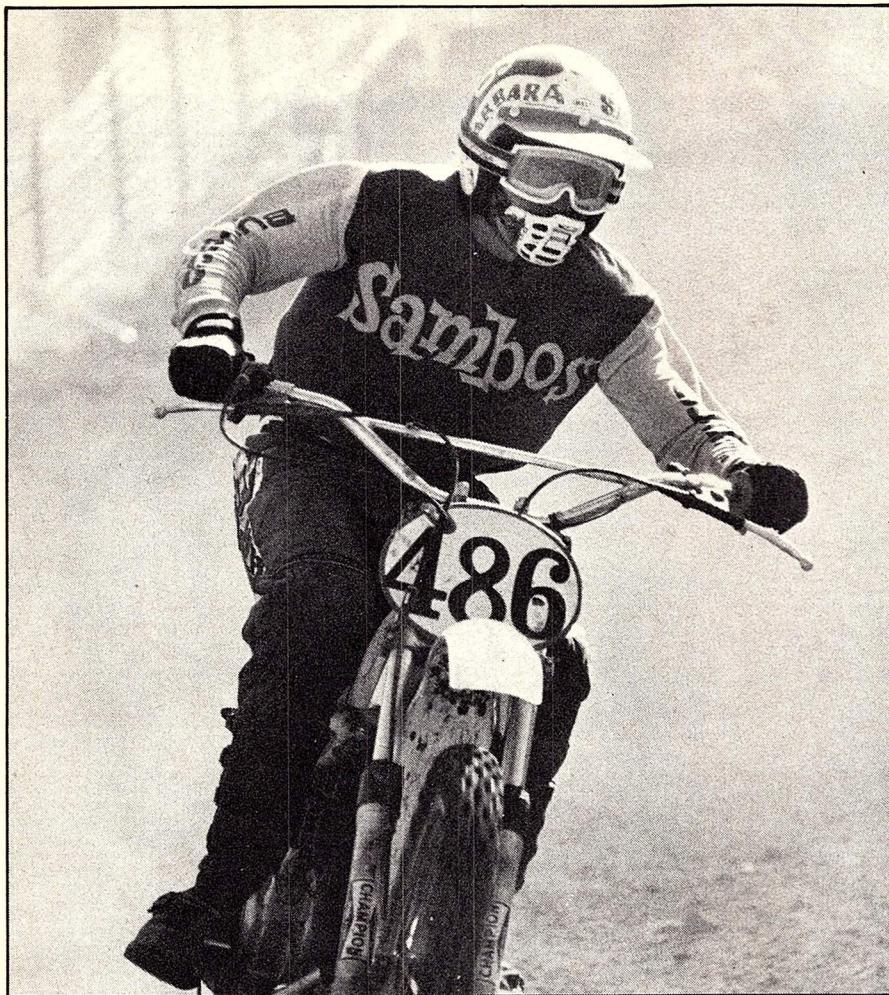
Billy Grossi is back. After a five-month lay-off (broken leg at the Coliseum), he rounded up one of last year's 250 Hondas, took it through tech inspection (had to get rid of a titanium axle), and ran sixth and seventh for fourth overall. Not too shabby. He hopes to campaign in Europe next year.

Novocain-powered Rich Eierstedt led both International motos more than half-way. Novocain because he wrecked his wrist. Led because that 410 Honda long-stroke puts motor on the rest of the class. And to think that Roy Turner had to talk Honda into letting Rich run the thing.



High point of the Trans-AMA is the Richmond Ramblers MC mini-nationals. Everyone who can escape their team managers is there. Then there're heat races, semis, consolations, and the main. \$500 purse. Jim Pomeroy got it after walking his bike around the K. Zahrt/J. Weinert-sponsored pile-up. It's a loose event; the sponsors lost control after the first race; but it's good for the Trans-AMA riders; keeps them off the street and out of trouble.





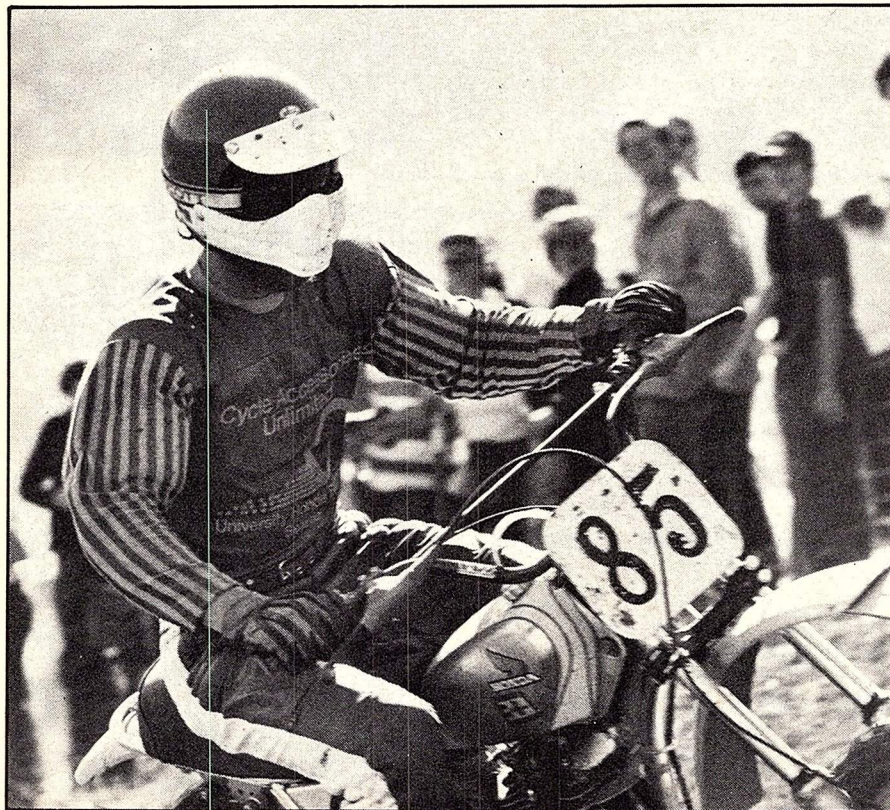
Yes, you can have breakfast at a restaurant that fronts a support rider. It's Fred Joehneck.



Yes, Yukio Sugio is a factory-backed rider; can't you tell by the equipment?



No, Willi and Roger were not pleased. Roger said the AMA was worse than useless. Gerrit said Livermore made up his mind; he's never going to race in the U.S. again. Dave Bickers said: "That's it! I'm not coming back." That's just a couple of the decisions made at — or because of — Livermore.



Yes, Buck Murphy finally got his quadra-stroke.

500 INTERNATIONAL CLASS		
1 — Roger DeCoster (6-1)	SUZ	
2 — Willi Bauer (4-8)	SUZ	
3 — Adolf Weil (16-2)	MAI	
4 — Mike Runyard (14-4)	SUZ	
5 — Gerrit Wolsink (11-7)	SUZ	
6 — Raymond Boven (9-10)	MON	
7 — Arne Kring (7-12)	HUS	
8 — Vic Allan (12-9)	BUL	
9 — Rich Thorwaldson (8-13)	SUZ	
10 — Rich Eierstedt (5-17)	HON	
250 SUPPORT CLASS		
1 — Kent Howerton (2-2)	HUS	
2 — Marty Smith (4-1)	HON	
3 — Ron Pomeroy (3-3)	BUL	
4 — Bill Grossi (6-7)	HON	
5 — Rick Burgett (9-6)	CZ	
6 — Gary Semics (5-13)	HON	
7 — Dan Turner (15-4)	HUS	
8 — Peter Lamppu (11-8)	MON	
9 — Robert Plumb (10-10)	MAI	
10 — John DeSoto (19-5)	OSSA	



## STICKY SHOOTOUT



Test consultants Sunday (left) and Valentine chewed tape to break it in for us.

"Hey, I'm going to Unadilla. Why don't you guys do a product evaluation on gray tape? Bye."

So there you are. You probably have more pressing matters filling your furrowed brow, but we're going to lay this one on you here and now. Who cares if you need to squeeze just 500 more r's out of your Suzi so you can beat Billy Penndorfer to the first turn? Gray tape can keep you alive.

We devised some highly technical techniques for objective test results.

Ah, the magnitude of it all. Someday you will thank us. Really. You may even want to lick our fingers.

Just in case you have been locked up in an attic for the past ten or 15 years memorizing P.E. Irving, gray tape is to sod throttling what cheating is to the ISDT. You can't have one without the other. It is known by many names. Gray tape. Silver tape. Duct tape. Gaffer's tape. Missile tape. Racer's tape. Super tape. Make up your own.

Gray tape is made with poly-

*Who can truly survive without it?*

# RACER'S TAPE

**by the Staff of DIRT BIKE**



Charlie preferred red Arno tape because it looked like a Penton.



ethylene-coated cloth. Polyethylene is a widely used plastic product. It's even used to build Windsurfers.

Here are a few handy uses you can utilize it for usefully.

Taping up air boxes.

Mud or water proofing. Lots of people run strips from the tank across the downtube forming an umbrella of sorts to keep crud off their engine. This has been known to interrupt the flow of cooling air around the powerplant. Such air flow is highly conducive to continued maximum performance with an air-cooled engine. Experiment.

Repairing fractured fiberglass, plastic, steel, aluminum or magnesium or at least hold it together a while longer.

Taping up the side of your gas tank to protect it from knee pads or shin guards.

Patching a ripped seat or the seat of your leathers or anything else that's ripped.

Great for constructing a water trap if you get lost in the desert. If you have your own hootch you can make a shot glass out of tape. More style than drinking out of the bottle.

Gray tape keeps your soft rubber hand grips together if you are too cheap to buy a new pair. Why don't you give Preston's new hexagonals a try?

Tape up the toes of your boots like a Class C road racer. Pretend you're Kenny Roberts.

Rest is important to a racer. Gray tape your water bed to avoid unpleasantness. Eight inches of water across the floor riles up the landlord and plays havoc with your love life.

Gray tape the rear window of your van. This does wonders for your love life.

Tape on visors, face shields and goggle straps.

Gray tape makes excellent handcuffs for subduing pit racers.

Camping out for an enduro? Surprise your buddy with a head to toe gray mummy costume. Ideal for Halloween.

Tape on your shin guards so the straps can't come unhooked and get hung up in your countershaft sprocket.

Tape your glasses together after endoing. Particularly effective if the throttle sticks open and the kill switch isn't hooked up.

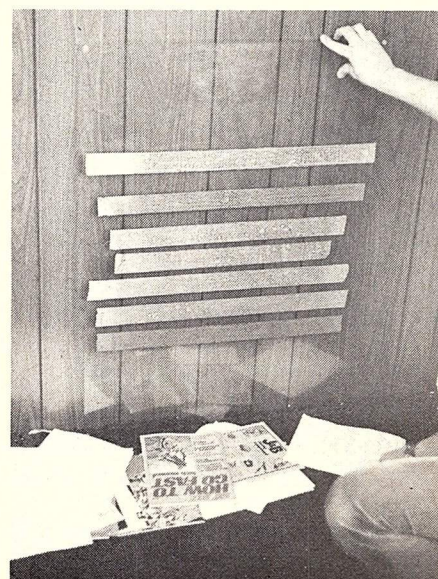
Use gray tape to keep a flat tire on the rim.



Vacuum-sealed germ-free test laboratory.



Working long hours into the night George accidentally discovered the secret of vulcanized gray tape, earning him a place in history beside the likes of Charles Goodyear and others.



Chain lube absorbency test was a big one. Notice preferred reading material on the floor.



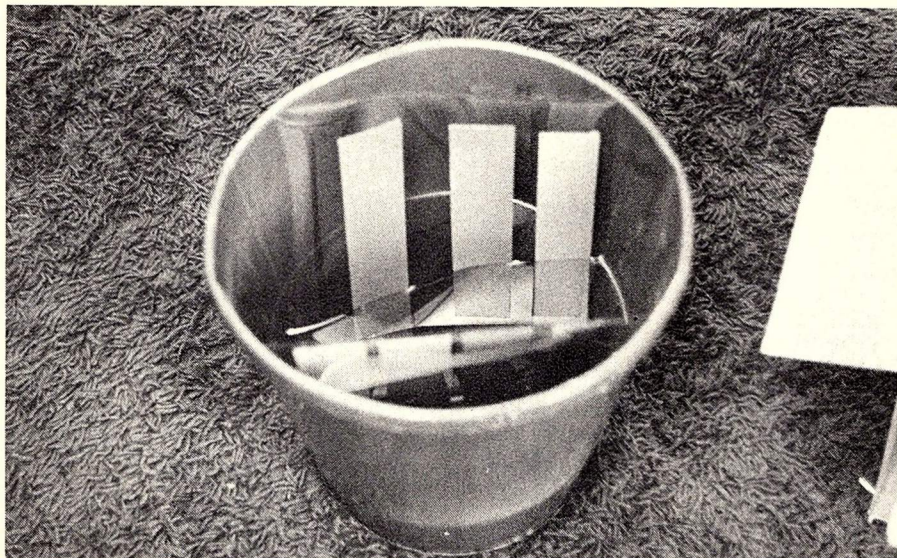
It's surprisingly absorbent for patching gas tank leaks in the field.

Use it over or in place of those rubber straps inside rims.

A member of the Funk's G Hybrid Racing Team told us he uses it as a temporary exhaust flange gasket on 175 Can-Ams. Lasts about 15 minutes.

Janene's favorite fellow once taped over a hole in his primary case cover and didn't lose any oil.

Ride Two Day Qualifiers? Afraid of the noise test? Gray tape the cylinder fins. If you are really desperate, we heard of one fellow who used silicone seal between the fins and then wrapped it up in tape.



Probably looks like a bucket of water with some tape in it to most readers' untrained eyes, but in actuality . . .

your handlebars for trail riding.

Tape your wiring to the frame. Or emergency tape your frame if it cracks.

Forgot your supporter? Use gray tape. Remember to remove it very carefully.

Taking a day off from racing? Barefoot water skiers use gray tape on the soles of their feet.

You can find gray tape at bike shops, motion picture supply houses, hardware stores, sheetmetal shops and various unattended vans and pickups.

The big test was stickiness. This was divided into three categories: oil, water and heat. If you ever want to tape something to a chain lube coated surface we can tell you which tape works best. Tuck does. The Kendall and Nashua brands were very close behind. Kendall was the only tape to completely absorb all the oil but it didn't stick quite as determinedly as the Tuck.

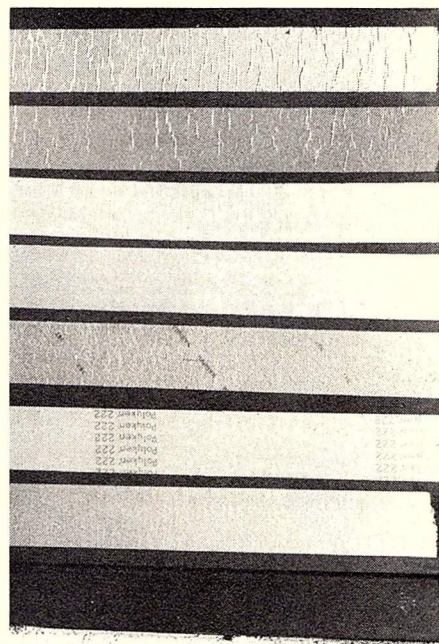
For the water test we taped a sample of each brand to some acetate, which we stuck in a bucket of water for four days. The Kendall Polyken 222 revealed nary a drop of water when peeled off the acetate. Every other brand let some water in, but they all stuck well, even the el cheapo plastic-type tape. The Tuck and the Casler were the stingiest of the water passers.

For the heat test we used a door labeled: Danger, high voltage, unauthorized persons forbidden to enter but they may stick gray tape on if they like. After hours of ultraviolet and infrared punishment Kendall came out the victor by a slight margin. It retained its stickiness but it did leave a slight edge of adhesive as it was removed. Tuck, Arno and Casler tied for second. Nashua took third. The Arno sample was the only tape to bubble up, but it still stuck well.

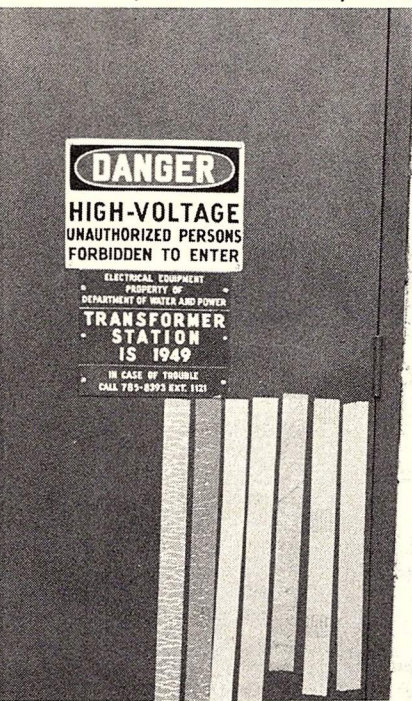
Strength testing was highly subjective. We started tearing and yanking and tugging. No clear-cut winner.

A lesser consideration, but still of some significance to those who keep a clean kitchen, is grunge. Or the absence thereof upon removing the tape. Gray tape was developed to adhere and yet be removable. It should peel back and leave the surface the way it was before being taped. Strength and stickiness without grunge is the idea.

*Continued on page 93*



Close-up look at heat-tormented tape.



Test door. Extension 1121, by the way, turned out to be a Dial-A-Prayer.

Another member of the same team told us it's also called avalanche tape and is hung between trees to hold back the snow.

Patch cracks in your exhaust pipe.

Lose a nut from your swingarm or engine mount bolt during the Barstow to Vegas? Gray tape the bolt in place.

It's not advisable to ride very far like this, but you sure will be quiet.

Use it to hold a field splint.

Forgot your gloves? Gray tape your hands.

Gray tape your photo bag, attache case or suitcase for trips to Unadilla or the Scottish Trials.

Tape a tube of tire sealing foam to



YAMAHA DT400B

# CAFE ENDURO

by the Staff of DIRT BIKE

## YAMAHA DT400B OWNER'S SURVEY

NAME: Fritz Kraschenburn

RESIDENCE: Stunt Pine, New Jersey

AGE: 24

OCCUPATION: Cranberry Bog Custodian

DID YOU PURCHASE YOUR BIKE NEW OR USED? New

WHY DID YOU BUY A DT400B?

Because I was tired of having to make my own parts for my WSK and I read about this dual-purpose wonder.


HOW OFTEN DO YOU RIDE?

Only on Sundays

HOW DO YOU USE YOUR DT400B? Once

WHAT COMMENTS WOULD



*Better at the Burger King than the Berkshires* 







## YOU LIKE TO MAKE ABOUT THE DT400B?

Lots. First of all, buying it was a mistake. I thought I wanted a big, reliable torquer for the woods around here where I enduro every weekend. I figured it would make getting through the bogs and up the hills a lot easier. And I was tired of fixing my Polish ISDT machine. So I went to the dealer's and rode the 400 around the parking lot. It felt great.

Lots and lots of power. Good steps in the gearbox. Easy starting for a 400, too. The compression release built into the cylinder does that.

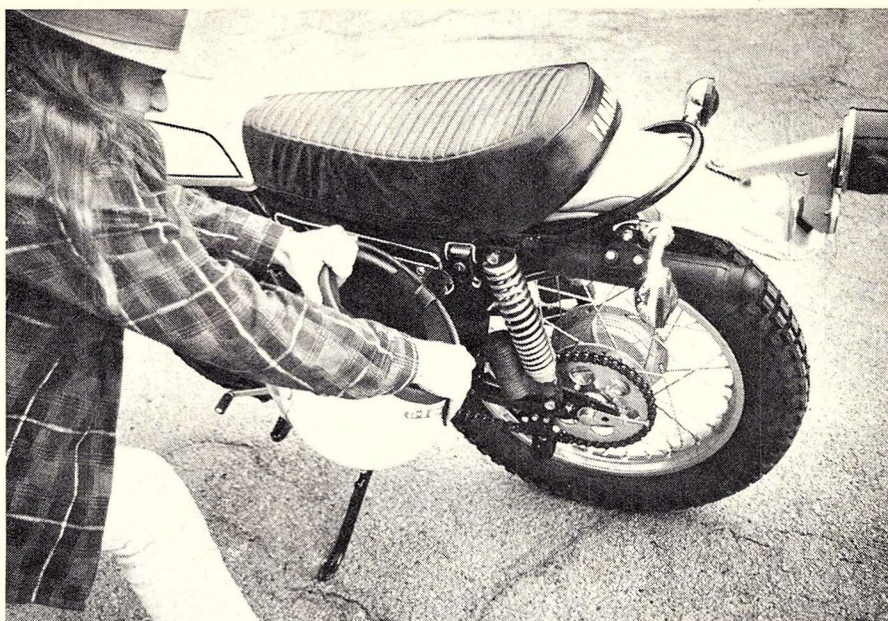
I even got a good discount on the price.

Even then I knew the thing was heavy, just pushing it around on the asphalt lets you know. But I figured that a bunch of plastic parts would get it down to where even someone as small as I am could handle it.

So I took it home and started taking things off it, storing the parts for putting back on at resale time (an old A rider's trick I use). Being a little short of cash after forking over the price, I couldn't change shocks and I only put new rubber on the rear.

Then I entered the Soggy Bog 100. That was the second mistake.

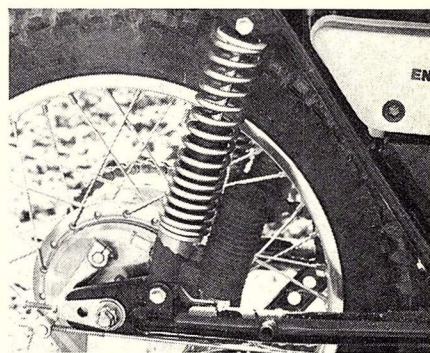
Sure, it was lighter than stock. But not enough. There just weren't that many things to get rid of. I wanted the oil injection because sometimes you can't find your own gas can at the checks. I wanted the starting



The helmet lock was tested and found to work.



Besides the displacement increase, radial fins are new this year. Breather tubes are everywhere, but none run up away from the water. Consequently, the DT400 is water resistant, not waterproof.



Bad suspension here makes playing speeds possible but eliminates any chance of serious dirt riding. The shocks offer only 3.15 inches of travel and the springs are harsh even on the softest position.





compression release. And Yamaha had already used magnesium cases. By the time I took off the metal rear fender and put on a Preston Pepperoni, switched the lights for lighter ones, added my handlebar

braces to protect my fingers (at least the bars didn't have to go; they're OK) and my toolbag setup on the rear, it didn't weigh much less.

First thing out of the second check was one of those drop-into-the-river/

climb-up-the-opposite-bank bummers. Of course the B riders were all over the place, like black flies at the beach. So I had to pick my way around them. That's when I found out that when the 400 starts to tilt, there's no way to stop it. Crunch. Right on you, usually. Cost me 12 marks by the next check. And only 12 because I made up the rest of the time on a road.

Which brings up the power.

It's neat. Until you get tired. Then it gets to be a constant hassle trying to keep the thing from squirting out from under you coming around the corners. Wore the toes right off my Full Bores.

Cornering it ain't too hot anyhow. On the pavement stretches, you can lay it over; that's OK. On the dirt roads, you slide the corners; that's fun. In the woods, it depends. If you've got something to bump up against, you can turn. If the ground's soft, you get up on it and push it around by leaning on the bars. But in the sand you can slap the bars right up against the steering lock and nothing happens. Absolutely nothing.

Third mistake was taking on the Pinies' Downhill without fixing the DT400's back brakes. In the first part I found out that using them stalls the engine. But you can always use the trees to stop and get things under control again.

Halfway down, I found out that going down with the clutch in helps. But not enough. The rear wheel still locks up. Speed kills, you know.

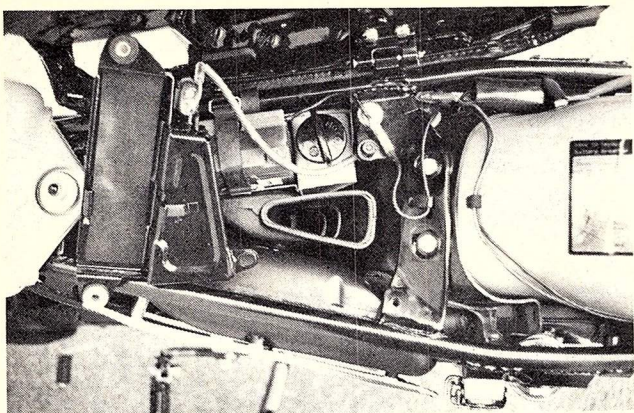
And by the bottom, things were getting really complicated. Because by then the back end was hopping up and down so bad that the wheel'd lock up while in the air, get sideways on the trail, and generally instill fear. Wasn't much chance of crashing into someone, though; it was chattering and banging so loud that everyone heard me and got out of the way.

After the uphill out of check six, where the clutch went south — and it kept stalling anyhow — I gave up.

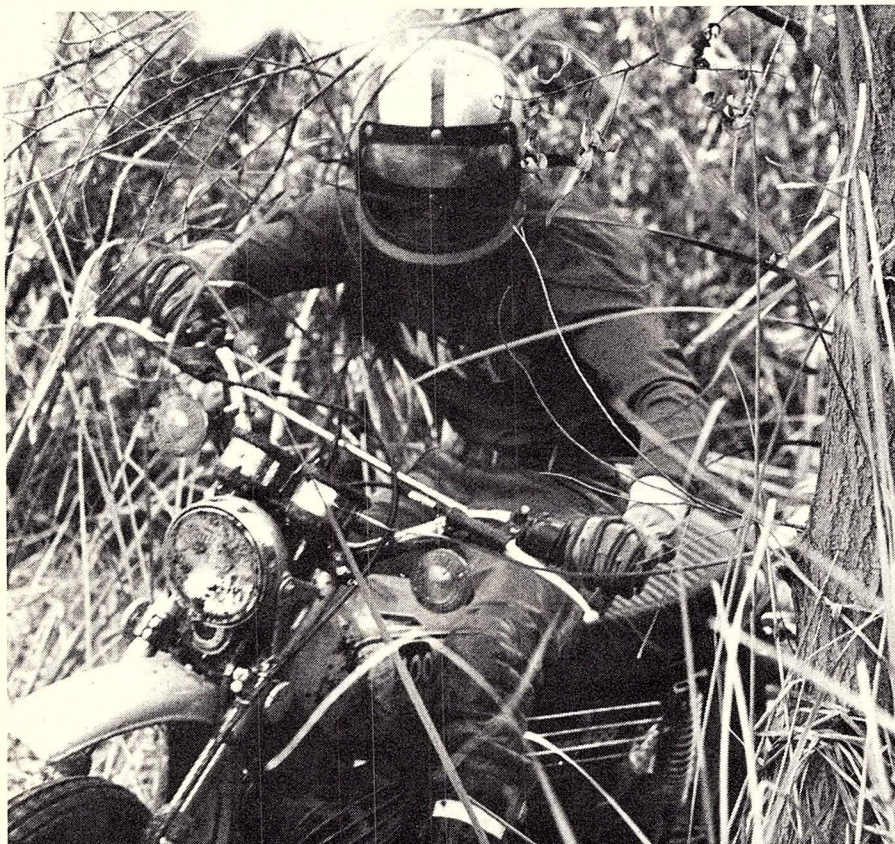
After getting it home, cleaning it and putting back on all the parts I had, I went 'round to the dealer's Monday morning. Got me another one of those damn hard-to-get-parts-for scooters, which costs even more money than the Yamaha. Same list price almost, but no discount. Got a 175 too. Gonna go back and blow off everyone in that class.







The tray on the left hides the air intake and holds the tools when it's in place. Enough oil lives in the tank for more than 300 miles of riding, much better than the gas tank's range.



Best way to run it in thick woods was to keep it stone upright and knock down anything in the way.

NAME: John Howitzer  
 RESIDENCE: Nothing Much, Nevada  
 AGE: 30  
 OCCUPATION: Speed Limit Sign Inspector  
 DID YOU PURCHASE YOUR BIKE NEW OR USED? New  
 WHY DID YOU BUY A DT400B? Had DT250 and wanted something bigger  
 HOW OFTEN DO YOU RIDE? Two or three times a week  
 HOW DO YOU USE YOUR DT400B? Hillclimbing, trail riding, going to work  
 WHAT COMMENTS WOULD YOU LIKE TO MAKE ABOUT THE DT400B?

I like it. Use it all the time. Until it

gets cold around here. When I go out riding in the desert or in the hills, sometimes I like to take my wife, and with the 250, that got slow at times. There's no problem with the 400 and all I had to put on was buddy pegs.

Don't get me wrong; it isn't perfect. Like one of the turn signals burned out in less than a hundred miles. But then the horn is really loud for a bike. And I have to keep tightening the front spokes. Then, at around 200 miles, it started making a lot more noise down there than before. But the kid down the street said that all Yamahas do that. Since I remembered that the 250 did, I decided not to worry about it.

I'd also like to complain about the

## YAMAHA DT400B

PRICE: (retail, approx.) \$1371  
 ENGINE TYPE: Two-stroke, reed-valved single  
 DISPLACEMENT: 397cc  
 BORE & STROKE: 85mm x 70mm  
 COMPRESSION RATIO: 6.4:1  
 CARBURETION: 32mm Mikuni  
 HP RPM: No claims  
 CLUTCH: Wet, multi-plate  
 PRIMARY DRIVE: Gear, 2.666:1  
 TRANSMISSION RATIOS:  
 1) 2.533:1  
 2) 1.789:1  
 3) 1.304:1  
 4) 1.000:1  
 5) 0.766:1  
 FINAL DRIVE: DID 5.20 chain  
 14-tooth countershaft  
 40-tooth rear sprocket  
 AIR FILTRATION: Wet foam rubber  
 ELECTRICAL SYSTEM: Mitsubishi CDI, 6V, with battery  
 LUBRICATION: Autolube injection  
 RECOMMENDED FUEL: Regular or unleaded  
 RECOMMENDED OIL: Yamalube 2-cycle  
 FUEL CAPACITY: 9.09 liters (2.4 gallons)  
 FRAME: Double downtube, mild steel  
 SUSPENSION: Yamaha forks,  
 16cm travel (6.3 inches)  
 Thermal Phase shocks,  
 8cm travel (3.15 inches); measured at the rear axle  
 WHEELS & SPOKES: Steel, shoulderless rims  
 TIRES: Dunlop, 3.00x21 Trials  
 Dunlop, 4.00x18 Trials  
 DIMENSIONS:  
 Wheelbase: 141.5cm (55.7 inches)  
 Clearance: 21.5cm (8.5 inches)  
 Seat Height: 83.5cm (32.9 inches)  
 Handlebar Width: 82.5cm (32.5 inches)  
 Weight: 129.7kg (286 pounds);  
 weighed with oil and one gallon of gas  
 43% on front wheel  
 57% on rear wheel  
 BRAKES:  
 Cable-operated drum, front  
 Rod-operated drum, rear  
 INSTRUMENTS: Speedo, tach,  
 odometer (resettable), high beam and turn  
 signal indicators  
 LIGHTS:  
 Headlight, tail and brake lights, turn signals  
 SILENCER: Yes, quiet  
 SPARK ARRESTOR: Yes  
 PRIMARY KICK: Yes  
 WARRANTY: 6 months or 4000 miles  
 PARTS PRICES:  
 Piston Assembly: \$17.99 (incl. circlips and pin)  
 Rings: \$7.37  
 Clutch Cable: \$5.04  
 Cylinder: \$98.64  
 Shift Lever: \$5.30  
 Brake Pedal: \$8.18  
 Clutch Lever: \$3.20

gas mileage. It only gets 36.7 miles to the gallon. And that's on the street. And the tank only holds two and a bit gallons. That's just not enough range to suit me.

But I do like it. I like the way it pulls out from a light. It's comfortable. Even if the pegs are that steel kind with the teeth. They work, even when wet. But they don't dampen the vibration like rubber ones do.

The forks work well on the street; they're just a little hard, but I'm sure a change of oil will fix that. One of these days. The kid down the street says that the shocks are oversprung and have bad damping. But he doesn't weigh as much as I do. And he doesn't pack double like I do.

*Continued on page 79*



*Crash Corrigan,  
where are you now that  
they need you?*

FINAL LAST ROUNDUP

# HOPETOWN

by LEN WEED



Zeal, modeling official high zoot press hat, explains berm technique while Kawasaki's Randy Milligan responds to having a large Labrador retriever lick honey off his toes.

1959. Buddy Holly took Peggy Sue and maybe a part of Miss American Pie with him to a wintry grave. Harvey Haddix pitched a perfect game and yet came out a loser in the 13th. I Like Ike was President. Timothy Leary hadn't yet thought of Tune In, Turn On, Drop Out. Grass was something you cut on the front lawn and guys like Brad and Bimbo were still trying to figure out how to tie their shoe laces. And Marty was probably drooling in his oatmeal. That's when the Dirt Diggers Motorcycle Club started throwing GPs at a former western movie ranch then known as Corriganville. Why, in those days Crash Corrigan himself used to ride around the ranch on his silver-hoofed horse. During the ensuing 15 years this nation has had five different presidents, a costly, demoralizing war, riots, civil rights upheavals, assassinations, break-ins, pardons and spiraling inflation. But through it all, as the saying goes, there's only been one Dirt Diggers Grand Prix.

The 16th annual affair, now known as Hopetown, was billed as the Second Annual Last Roundup. This year's reprieve really was it, but for 29,863 spectators the requiem was anything but quiet.

Corriganville/Hopetown has had its share of firsts. In 1966 Torsten Hallman came over for what was billed as the first international motocross. The Diggers tangled with the AMA over the FIM sanctioning



Zeal on a 100 Yammie test bike during the 100 Amateur/Expert; 7th Amateur overall.





Infamous Chicklet Enduroist on last month's test Elsie.



Carl Cranke won the 100 Expert on Saturday, then rolled out his ISDT 350 to win again on Sunday.



George had test Elsie running first 125 Amateur until unceremonious getoff.



Notice 163 plate number on Charlie's Penton. This was good for about the 48th row at the start line. Think where he would have been without special press privileges. Third person to the right behind the fence is Don Phillipson, former staffer who decided that college was better. Still, he got eighth Amateur in the 200 class.

allowing the European champion to ride and ultimately resorted to submitting for sanction as a "new" club, the Striped Crusaders. That subterfuge worked. The AMA granted the sanction. Only Malcolm Smith was able to keep the Swede in sight during a driving rainstorm. That same year saw the first two powderpuff finishers.

In 1967 a few more Europeans came over, fellows like Joel Robert, Dave Bickers and Roger DeCoster. The crossup had a new home.

Another dispute with the AMA took place in 1972. As a result the first appearance of the European motohacks on these shores had to be billed as an exhibition. The Diggers passed the hat and collected over a thousand dollars for the exhibitionists.

The following year the AMA wouldn't allow the club to have a paying pro class. The reason given — they were competing with the Trans-AMA on the same date, even if that race was held in Phoenix.

Eleven hundred seventy eight participants plunked down their dough to partake of the opportunity of abusing bike and body in 16 different events.

One stalwart soul, evidently wanting to be able to tell his grandchildren he rode the last Hopetown, came up with the \$100 post fee Saturday afternoon. When asked what class, he replied: I guess it will be the 500 Expert. I'm going





Carl Cranke had hot line through town. Almost everybody else swept wide. Notice spectator preserving his left foot.



Jim Connolly started every race, either with a flag or on a bike.

out and see if I can buy me a Maico tonight.

No, sports fans, he didn't win the big race the next day, save the ranch and get to marry the ever-popular Wanda Hickey. 'Course there was the year that Eddie Mulder paid a hundred and came home a winner with a beer in one hand and his lady riding double. At least that's the way the legend goes.

The two-and-a-half-mile circuit took the riders up rocky hills, down gullies, through whoopdies and around off-camber cliff-hangers. The infamous mudhole was there at the same old spot under the tree. Only on Saturday morning it was actually a water hole as the riders walked the course checking lines. Occasionally bubbles could be spotted gurgling up to the surface. Could be Gills Dill was testing his Aquavarna.

Plans to fill the water/mudhole with soap suds were aborted at the last minute, either because the soap wasn't biodegradable or because some of the Diggers entered weren't all that interested in disinfecting themselves while destroying their bearings. Hanging on to the hand grips would have been kind of interesting too. The plan to release pink balloons when the Ladies



Desert and Two Day Trials type, Cordis Brooks, took home first 250 Expert honors.







How Jeff Blix would look on a 360 if he were seven feet, three inches tall.

How Jeff Blix actually does look on a 360 'Sang. He won the 500 Expert.

## RESULTS

Hopetown Grand Prix November 2-3, 1974

### 100 NOVICE

1. Jim Burke ..... Pen
2. Ted Holt ..... Pen
3. Charles Groves ..... Hod

### 100 AMATEUR/EXPERT

1. Carl Cranke ..... Pen
2. Larry Roeseler ..... H-D
3. Bob Rutten ..... Hod

### 125 NOVICE

1. Willy Simons ..... Yam
2. Richard Smith ..... Pen
3. Alan DeLarge ..... Yam

### 125 AMATEUR/EXPERT

1. Don Draz ..... Hon
2. Mike Bell ..... Hon
3. Mark Gambetta ..... Bul

### 200 ALL CLASSES

1. Jeff Wright ..... Puc
2. Larry Roeseler ..... H-D
3. Andy Kirker ..... Yam

### 250 AMATEUR

1. Don Hansen ..... Mai
2. Jeff Sloan ..... Mai
3. Dan Waller ..... Bul

### 250 EXPERT

1. Cordis Brooks ..... Bul
2. Will Harper ..... CZ
3. John DeSoto ..... Oss

### 250 NOVICE

1. Tim Welker ..... Yam
2. Randy Wing ..... Mon
3. Rick Stout ..... Hon

### 350 ALL CLASSES

1. Carl Cranke ..... Pen
2. Tony Rogers ..... Mai
3. Richard Marquis ..... Hon

### OLD TIMERS

1. John Maroney Sr. .... Mai
2. Chuck Berry ..... Yam
3. Cal Sukut ..... Yam

### LADIES

1. Nancy Payne ..... Hon
2. Sue Fish ..... Hod
3. Cherry Stockton ..... Bul

### 500 AMATEUR

1. Ron Haase ..... Mai
2. Larry Shoemaker ..... Yam
3. Richard Smart ..... Bul

### 500 EXPERT

1. Jeff Blix ..... Bul
2. Joe Root ..... Bul
3. Mike Hannon ..... Bul

### SIDEHACKS

1. Mike Haller ..... T/W  
Charles Swenson
2. Robert Sanner Sr. .... Hon  
Charles Sanner
3. Don Huntley ..... Yam  
Steve Ritchie

### OPEN ALL CLASSES

1. Gene Smith ..... Tri
2. Tim Harris ..... Tri
3. Sherman Andrews ..... Mai

### 500 NOVICE

1. Bill Shipley ..... Hus
2. Dave Caspary ..... Mai
3. Raymond Dally ..... Suz

How Jeff Blix actually does look on a 360 'Sang. He won the 500 Expert.

Last year one entrant rode a BSA wearing a Nixon mask. Maybe he was trying to tell us something. This year saw the usual number of high-spirited and/or slightly eccentric contestants. One rider raced in a tuxedo. Streakers reared their buttocks. There was a naked monkey on the track during the sidehack race. Another naked passenger, female variety, appeared on a solo bike. One let-it-all-hang-out type rode a full lap on a Husky before crashing on the rocks. The only thing injured was his pride.

A number of Class C National numbers showed up — John Hateley, Dave Aldana, Eddie Wirth and Terry Dorsch.

The official DIRT BIKE entry, Team Blue Duck Tape, out in full force (almost), had its ups and downs. In the 125 Amateur/Expert Preston Petty tangled handlebars in first-lap traffic and his throttle assembly was dealt a mortal blow. He broke early in the 500 too. George had last month's test Elsinore running first Amateur in the 125 Amateur/Expert until he crashed. Chet took a front-row start on the same bike in the Novice class and ah, well, ah, let's not go into it. Zeal

Continued on page 76



## FIXING A HOLE

Thready or not

# HOW TO INSTALL A HELI-COIL

by GEORGE WEGNER

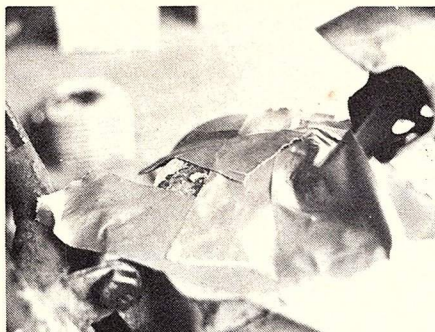
It'll almost always happen on the night before a big race. Hopetown, or maybe Barstow to Vegas. You're out in the garage putting the final touches on your dream machine. In order for this to happen in the first place, you've probably been doin' a little pre-victory celebrating. Maybe by now you're getting pretty loose. You've just topped your buddy's best racin' story, and in the necessary hand and arm gyrations, you've managed to pour wine all over yourself and down your carb. But that's not the worst of it. Your next smooth maneuver is going to blow the evening completely, maybe even the race tomorrow.

While putting the last few foot-pounds on your head bolts, approximated by your precision thought unit, one stud suddenly gets looser, and still looser. Hmmm.

After you've smashed a couple of wine bottles over the engine, tipped over the parts washing tank and chased your cat halfway down the block, you decide your only hope is to try the heli-coil. It was a birthday present from your friends to show you what they thought of your mechanical abilities. After 45 minutes of searching, it's in your hand.

Some people install a heli-coil in the spark plug hole whenever they get a new bike. Simply because the alloy head material will wear more quickly than that of the heli-coil with the continuous replacement of the plug. If you're a habitual plug changer, I'm sure you can see the bull.

Along with the heli-coil and the tool to install it, you'll need a tap, with handle, and a drill. The correct sizes for the drill bit and tap are included with the heli-coil.



1. If your dead-threaded hole is in a spot like this, steps should be taken to prevent the engine from swallowing any metal particles.



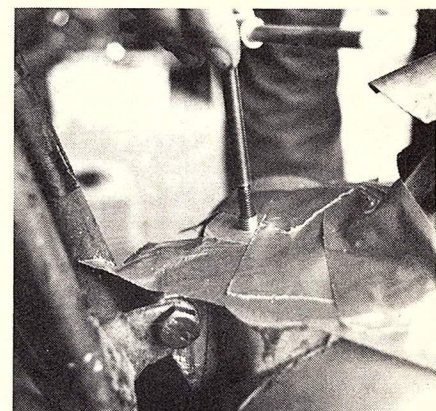
3. Here's the heli-coil on the installation tool.

You must first remove anything that prevents you from having a clear shot at the hole to be reworked. Tape up or cover anything that can collect metal particles from drilling.

Drill and tap the hole to the supplied specs. Clamp the installation tool into the tap handle. Screw the heli-coil onto the tool, and then the whole thing is screwed into the fresh hole. A tang on the bottom of the coil will prevent it from turning on the tool. If the depth of the hole is critical to bolt length, this bottom tang can be cut off with a



2. When you run the tap in, be sure to use a little oil.



4. Carefully screw the whole thing into the broken Maico.

suitable skinny chisel.

Run the coil in till it goes just below the surface of the part, then back the tool out. In the case of a cylinder base stud, this is very important. If it does protrude above the cases, you must file it flush.

There you have it. You've got a new thread surface that's surely in better shape and harder than what you had before. Or, now you have threads where there once were none. Slap in the bolt and torque it down. But, DON'T overdo it!



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**HOPETOWN** Continued from page 74



Note number 18 rapidly assuming the fetal position.

Anderson handled a test Yamaha 100 MX in the 100 Amateur/Expert and took eighth Amateur. DB consultant John DeSoto, sporting the Team Flying Hawaiian Phantom colors, nailed down a third in the 250 Expert. Jim Connolly, wearing a blue chest protector rather than a yellow DB jersey to confuse staff photographers, grabbed a fifth in the 500 Expert and a seventh in the 125 Expert. He also doubled as the starter. Except when he was racing, of course. Jim also managed to give two of his club members quite a thrill starting a 250 Novice heat. They stepped into the front line just as Jim waved off the field. They just froze there while 6000 Novices stormed around them.

ISDT Trophy Team rider (and Dirt Diggers North club member) Carl Cranke moved up from the number 42 post position to take the 100 Amateur/Expert over desert rider Larry Roeseler. Cranke won the same event in 1973 along with the 250 Expert. He made it two wins again this year, taking the 350 with his lights on.

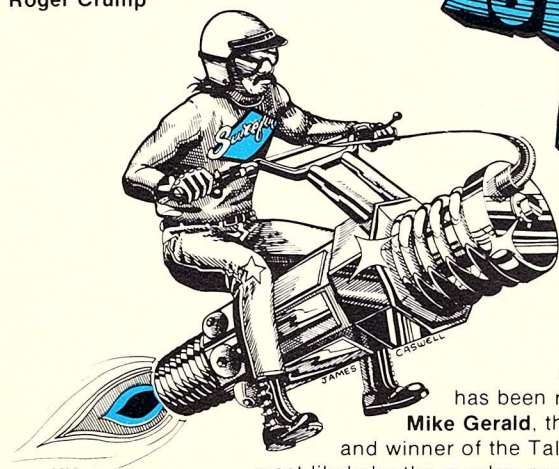
Willy Simons, moving up from the mini cycle class, took the 125 Novice on a Yamaha, edging the number three plated Team Blue Duck Tape entry by a considerable margin.

Don Draz grabbed the 125 Amateur/Expert on an Elsinore, trailed by Mike Bell (Honda) and Mark Gambetta (Bultaco).

Jeff Wright won the 200 class on a Puch. Larry Roeseler took another second on a Harley and Bill Griant (Penton) was third. Kookie was there on his 175 Ossa SDR. John McCown finished behind him. Also participating in the 200 class was Kawasaki's Randy Milligan aboard a prototype 175 Kaw or a punched-out 125 or whatever it was. Another manufacturer rep, Bultaco's Mike Hannon, grabbed a third in the 500 Expert after riding the 350 on an

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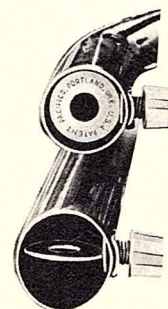
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# PACIFICO



## YAMAHA DT400B

Continued from page 69

He says it doesn't handle. But it seems to for me. The only time it gets bad is when I'm out on the desert and come up too fast on those whoop-de-dos. Then the bike feels like it's made of plastic with a living hinge in the middle, like one of those fishing tackle boxes. The rear wheel jumps off one way and then the other. My wife said she saw the front wheel jumping back and forth too. But that was when it was new. I don't do that anymore. Can't afford to take the time off from work.

On the hills, it sure is neat. The trials tires don't bite; they slip just right. So you can go up in second or third and charge. Or you can go up slow and careful in first. You have to watch the way you lean. Otherwise it'll go over backwards. That's not fun. The back turn signals trap your legs and you can't get away from it. It's hard to get out from under the machine. And it's hard to pick it up. Hurt my back once that way. Or to get a leg over it if you're on a slope. It's tall. But, after all, it's a 400. That's a big bike.

Stopping and starting are both good.

Those brakes sure haul it down on the street. You can lock the rear one up if you're not used to it, though. And starting is easy because of the compression release, but every once in a while it seems like you have to kick it forever. Then it's all right again the next time. Kid down the street says it's because the CDI doesn't put out enough at low revs. Smartass kid, anyway. Got one of them YZs without any shocks.

NAME: DIRT BIKE Magazine  
RESIDENCE: Encino, California  
AGE: 20 on up to 30+  
OCCUPATION: Not really  
DID YOU PURCHASE YOUR BIKE NEW OR USED? Neither, borrowed it  
WHY DID YOU BUY A DT400B? Didn't; told you that already; and why do you keep calling it a 400B? Did we miss the 400A somehow?  
HOW OFTEN DO YOU RIDE? Before every meal  
HOW DO YOU USE YOUR DT400B? As a recreational vehicle; how else?  
WHAT COMMENT WOULD YOU LIKE TO MAKE ABOUT THE DT400B? We think it's really a cafe dirt bike.

## CHECKPOINT

Continued from page 5



to the tank. Old numbers still stuck on the plates. Duct tape everywhere. The saddle is half black, half silver. The levers show the shape of my fingers — outside and in. Naturally, my fingers also show the shape of the levers.

After all, if the appearance is wrong, someone is liable to figure out that I'm a B rider, or even — God forbid — mistake me for a C rider.

Status comes hard for enduro riders. No wonder we work so hard to maintain a good front.

Back to the preparations. Tools were attached everywhere on the bike. All kinds of tools. All kinds of attachment methods. As a matter of fact, I could start with an FIM minimum-weight motocrosser and have it up to 315 by the time I finished strapping on tools.

And they're all completely useless. I know.

Because when something breaks I always follow the same troubleshooting procedures. Stop. Catch my breath. Lie down a while. Drink any and all water I have with me. Walk around in a large circle to get my bearings. Smoke half a pack of cigarettes. Then go and check out what's wrong.

By the time I'm ready to get out the tool I'll need to get the tool I'll really need off the bike where it's solidly welded from mud and vibrations, the clean-up crew will arrive. I always accept the beer they offer and help them load the bike into the truck.

Don't get the idea that I waste time. Before I'm back to home base, I have a truly excellent story made up about my adventures out on the course. If it's a particularly long ride back, I'll have all the blocking, the camera directions, the casting and the soundtrack finished too.

Anyhow, the tools have to be on the bike. Appearances and all. And I got all that done last Saturday.

Continued on page 80

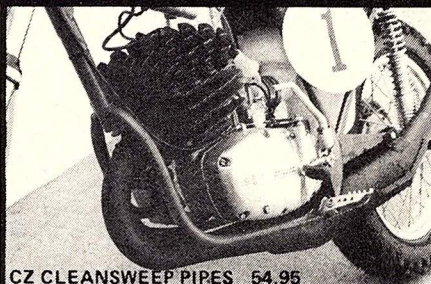


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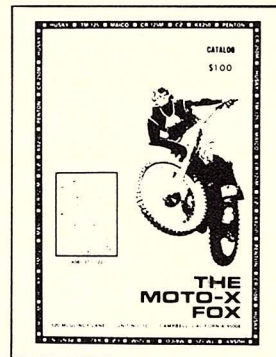
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OK. There's only one thing left. It's an enormous problem. But I have a solution. And it's simple. Disgustingly simple. That's a sign of genius, you know. And that's why I was up that morning.

Consider the headlight.

Required by law. Some places it even has to work.

And there it sits, glass and filaments, wrapped up in its metal casing, bound by a chrome rim, hunkering up against the forks, and weighing about 40 pounds.

Yeah, 40 pounds. Easy.

And having it sitting right there on the forks doesn't help any.

When that headlight works — which isn't often — it's feeble. A beam of light comes straight out for about three feet and then it curves and droops, hitting the ground about six feet in front of me. A candle would work better and it wouldn't be as heavy.

Besides that, the glass is usually broken, the rim bent and the paint is peeling off the housing. The wiring is rotting away and the switches go south four times a season. The low beam is as useless as landing gear on a whale and the high beam switch shorts out the magneto.

With rebuildable headlights, you can carry a spare bulb, but just changing bulbs on one of these things takes up so much of my time that I inevitably wrap myself around an oak trying to make up the minutes I lost.

Sealed beams are the answer. The vacuum makes them harder to break, and if they do, to hell with it. No one is crazy enough to try carrying a spare, not with all that glass and those prongs sticking out.

That still left the shell, sitting there, wearing out my fork dampers.

Enter the big idea.

A sealed beam encased in plastic. Unbreakable, except for taking a rock straight-on. Almost zero poundage, too. Brilliant!

A quick search of the never-throw-anything-away bin and I came up with a light. A Lucas. Lucas? Oh well.

Back to the execution of the master plan.

I took out my handy Preston Unbreakable Toolbox/Number Plate and emptied it. Hey, so that's where my chain kit went. And there's my Fems timing tool; gad, that's left over from two bikes ago. Nothing like having a good memory to make



up for other personality defects.

Then I penciled in the outline of the unit and started making the hole. Punches, hacksaws, scissors and knife later I had a nice multi-sided shape cut in the number plate. Drawing upon my vast knowledge of calculus, I managed to make something that resembled a circle.

That's about when I changed my mind. Instead of sticking the lamp in from the front, I decided it'd be more sano to have the hole smaller than the bulb and just close the lid down on it. Unfortunately the hole was already too big for that. Disappointment drove me back to the kitchen for more refreshment.

Next I found out that it wouldn't work that way anyhow. There wasn't enough room inside for the unit.

The first basic bike-rider's fix occurred then. I decided that duct tape on the front would make that hole smaller, and the application of a sharp object on the back would make that hole bigger. Then the lamp could stick out the back.

Well, after holding the device in place I found that the bulb banged up against the steering head. OK, I now had a PPP Toolbox/Number Plate with two holes in it, both of them too big.

That's when I dropped the headlight on the floor.

On the way back from Pep Boys, I stopped and bought more beer. This inventing program was beginning to wear me down.

I tried epoxy, but all I got was a runny-looking number plate. I stuffed foam from the upholstery of the truck in the box along with the stock stuff, but all I got was a bulging toolbox.

On the way back from the Yamaha store with the new toolbox/etc., I stopped for beer again.

First thing I did when I got back was drop the second lamp.

Another trip to the store was necessary. On the way back, I stopped to buy another light.

But with careful concentration and accurate drawing, I managed to put the unit together this time. Of course, the headlight sat off a couple of inches to the left of center. And it did have a tendency to shift around inside the box. It was also quite difficult to point, but that didn't matter at all by then.

There was even room inside the

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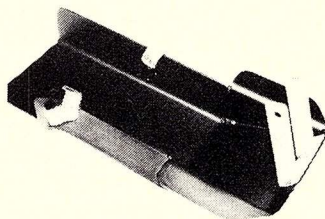
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mounting for a spare bulb, or two, or three, except that didn't matter either, since it was a sealed beam. And every time you opened the box to get something, the headlight fell out.

So did the chain kit.

And the Femsu timing tool. I'd put them back because that way I'd know where they were.

I'm not going to elaborate on everything else that happened that day. Like the garbage disposal that erupted. Or the fact that my lady's Saab blew up.

Or the crushing blow of having George walk in while I was admiring this tremendous Preston Petty/Chet Heyberger Toolbox/Number Plate/Headlight Holder, and showing me a real Preston Petty Headlight/Number Plate.

Argh.

I was so depressed that I pulled rank and made George drive me back up to the supermarket.

### BITS & PIECES

*Continued from page 12*

you like to wear out your knobs. Whatever. In any case, having insurance to cover yourself is the only way to go. And — believe it or not — there's a way to get the insurance cheaper; all you have to do is go to some kind of motorcycle school. Lots of high schools have them. Out here Tom Sawyer Honda is hooked up with one that only costs \$5. If'n you're interested, write Traffic School, P.O. Box E, Newhall, California 91322.

\* \* \*

### FLOUNDERING IN FENDERS

Here it was three o'clock in the morning. We were all over at The Heyberger Mansion playing "Diplomacy" — that's a game. Chet was getting ready to take Russia from me. I couldn't decide whether to retreat to Finland or Norway. It's in these trying times that some of the strangest things strike you as being really funny. So, I told this story: "I was at the shop down the street yesterday and this guy came in looking for a fender. He was looking at all the plastic fenders in there. The salesman guy asked him if he needed any help. The customer held up two fenders and asked what the difference between them was. The shop guy told him that one was the new Preston Petty Muder fender —

it has a one-year guarantee — and the other one was a copy of the Petty fender made by a local shop. This one doesn't have a guarantee, but it's two bucks cheaper. Then he asked the guy if he wanted the Petty fender. The customer said, "No, I'll take the udder Muder." Maybe that doesn't seem funny to you, but Chet laughed so hard that he didn't notice that I moved one of his armies into the Black Sea and the other one into the Baltic. When George came out of the head, Chet told him the story too. This gave me time to take Berlin as well. By the way, I won that game.

\* \* \*

### JUST THOUGHT WE'D LET YOU KNOW

Remember the 175 Puch ISDT bike we tested in January? Well, when we took it back we told the people at Hercules Distributing that the bike felt underpowered. They took the bike into their workshop and checked it over for us — we just couldn't believe that a 175 could be that slow. They told us that another magazine had the bike before us and that they blew it up. When the other magazine broke it, there was nobody at Hercules to fix it right; it was just thrown together. The piston slap that we thought we heard was actually detonation (yes, it was that bad). After a quick change of jetting the bike responded with more power. Nothing outstanding, but an improvement. That was with just an hour of work. The jetting wasn't perfect, but then the top end hadn't been pulled and the timing hadn't been checked yet. The bike was not test-ridden in the dirt after all this — Hercules never got back to us. Even though it did seem faster, we wouldn't call it a fast 175. It still doesn't have the punch a 175 should have. It was an improvement over what we tested. Nothing stupendous. But we just thought we'd let you know.

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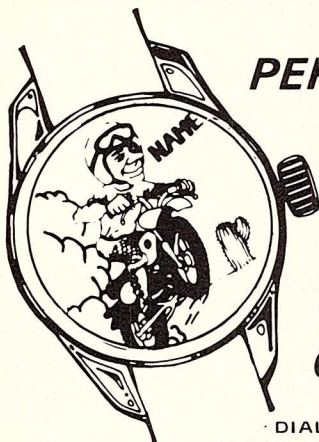
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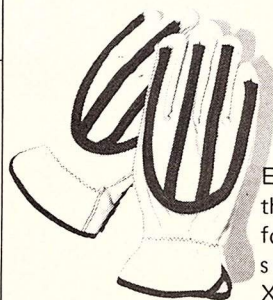
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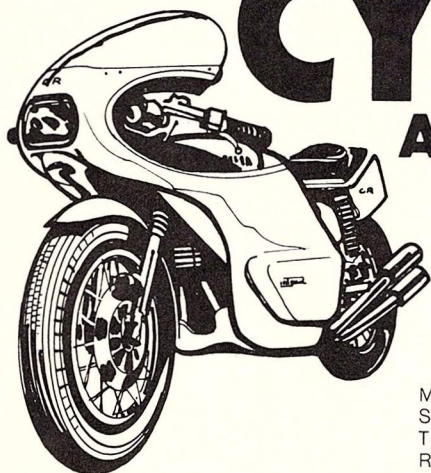
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If you wish to do your artwork on an opaque surface, say your girlfriend or your van, project the image directly onto them and go crazy with the brush and paints. Still, you might want to trace it first. Sounds good. Only you can make it look good.







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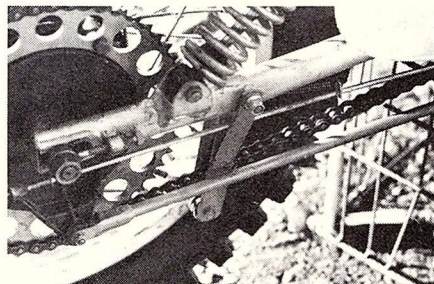
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## HUSQVARNA 250

Continued from page 40

dampening even after running a full tank of gas through it (over an hour all at once).

Forks? What forks? If you didn't notice them, they were obviously doing their job. But, after approximately six hours of riding, both seals were letting oil pump by. With almost half of the oil missing, they didn't dampen as well, but they never bottomed even off the largest jumps. This is because of the tapered cones that control the last four cm or so of dampening. The metering is so progressive that they cannot bottom unless almost all of the oil is gone. With the way the stock seals were working, it wouldn't have been long. At any rate, they feel as good as, if not better than, the current



Close-up of fancy chain guide.

standards, Maico and Betor. Seven inches are advertised, but when measuring from the inside top lip of the fork boot to where the oil mung and drool had been pushed, we came up with 18.5 cm, or 7.3 inches. But what does it matter what the actual travel is when they work perfectly and never bottom?

Gearbox and clutch operation was flawless even for Connolly, for whom it shifted on the "wrong side." With six gears, spaced as these are, you shouldn't have to change gearing unless you plan to run a GP with a 160-kilometer-per-hour straight-away. On some tracks, you'll use second through sixth. On others, you'll use first through fourth.

Next time out we threw a 4.50 Metzeler on the rear. This, combined with lowering the crowns on the fork tubes about three cm, made a remarkable difference in handling. A world of difference. Much more bite. Still, you couldn't call it a slider. It rides along so smoothly on the rear wheel. With 28.5 horses between your legs and a Metzeler on the back, you can lift the front end almost whenever you want, on most any surface. Metzeler's work very

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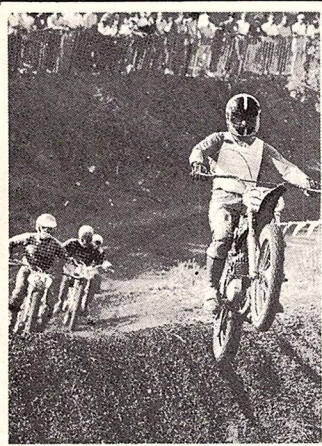


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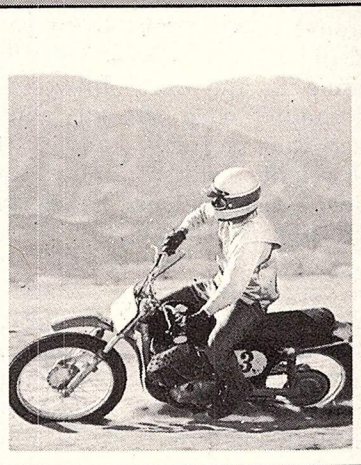


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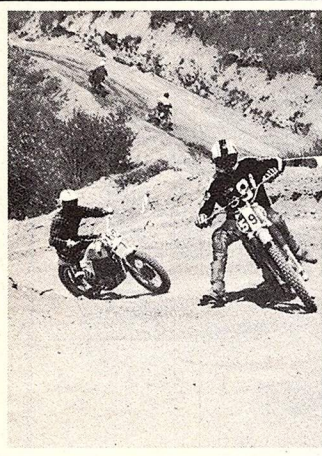
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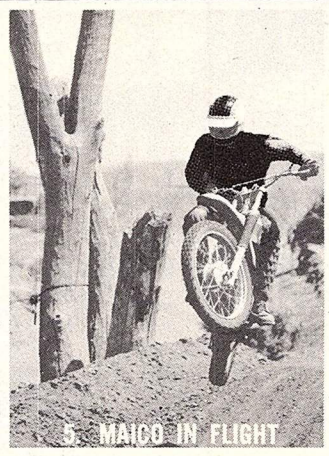
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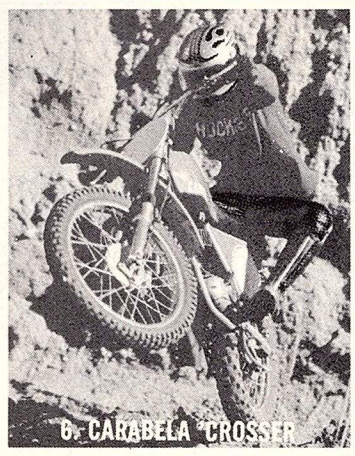
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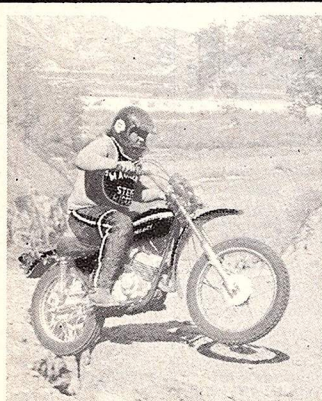
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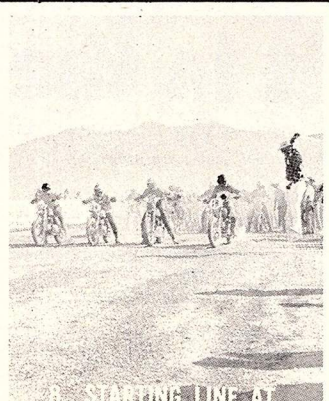
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## HUSQVARNA 250

Continued from page 86

well on the slick stuff, but Barums might be hot for both slick and tacky courses.

It loves to have a berm to blaze around, but you can square off the corners equally as well. Slide it up to a berm if you wish, but don't start your slide too far from it. Unless, of course, you dig that rush of adrenaline and the feel of your blood pressure shooting up. That's just the way Huskys turn — better than before, but with a personality all their own. Once you get the hang of it, it should help cut your lap times.

Jumps require some precision brain work for the final few meters of the approach, as well as the lift-off. Probably because of its lightness, the rear end will have a tendency to come around unless you hit the jump perfectly perpendicular. Jeff Wright got a taste of this off the big downhill jump at Valley on his first lap. Once in the air, its handling is neutral. You don't have to pull up on the bars or anything like that. Probably because the spring rates were spot-on, it was a low jumper. On the ground, it

behaves very nicely, having evolved out of the infamous "Husky Hop." Rear end traction is excellent.

Brakes were a tad sticky at first. Soon they mellowed into a fine, progressive feel, nearly as good as the best. (CZ, you know.)

Baker liked the Husky enough to test it more by entering it in the Barstow to Vegas race. Thinking that the suspension might be slightly soft for serious desert racing, he went from ten to 20 weight in the forks. In the rear, three spring spacers were added. Both of these mods proved to be a mistake. One or two spacers would have been enough to help in the rough stuff. The additional preload did a job on his body internals while in the easy (easy?) stuff. If it hadn't been 30 degrees in the desert that morning, the switch to 20-weight wouldn't have been a bad idea either. But, if he had been able to find his kidney belt, neither of the two would have mattered nearly as much. Still, he finished third in his class and eighth overall. Not at all shabby.

Further Baker comments: I could hit three-foot boulders with no problems if I hit them straight-on. It

turned whoop-de-dos into flat stuff. When I sat in the middle with the throttle on BIG, it rocked back and forth, but it still went straight.

That 250 six-speed is the nicest engine of any bike I have ever ridden. Fabulous!


The rims on the GP were the only parts that didn't survive. If the factory uses DID's, maybe someday we'll see them on the stockers.

## WHAT WILL COME LATER

Ours was one of the first few to be put together. The first bikes available, probably in January, will have an air box made of magnesium (ours was aluminum) with a protective lip between it and the seat. Bikes coming over in around June or July will have spring loaded pegs and a slightly higher frame tail, more squared off, offering more fender/tire clearance.

## BITS AND PIECES

Magura grips are trash. A couple of suitably sized pieces of ostrich ofal slipped over the bars would be an improvement. They bloodied everyone's hands and did nothing to help absorb vibration. And our GP



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did vibrate noticeably. A good set of American Pro grips should calm things down enough.

Riding position and seat were comfortable. Depending on riding styles, some riders might want to add two or three inches to the heat shield on the pipe. The GP is very susceptible to movements in body weight. It's a gas to shift your weight around while blazing up a gnarly hill.

The kickstarter pedal would flip out occasionally and end up behind your leg. For starting, a quick jab at three-quarter throttle was required to light it off.

Fuel tank stayed out of the way, but the cap leaked. Two riders were pinched between the tank and seat while riding there.

First thing to disappear was an exhaust pipe spring. Next was the master link clip. Pin ends were so badly beaten that the plate didn't fall off. A rubber-lined chain guide would be good.

At Carlsbad, on the first day of testing, the front tire lost pressure and the steering head bearings went south. Bearing clearances should be checked closely during the first few rides.

Two strengthening ribs run down the front and rear edges of the lower fork legs. These, in addition to the black finish, aid in cooling the juice.

Kickstand assembly is easily unbolted. All bolts are good quality, fine threaded, and most carry nylon lock nuts.

Magura power levers and throttle with nylon-lined cables add to the list of good hardware.

#### IN SUMMATION

If, by now, you've gotten the impression that we were impressed with the GP, you're right. Despite our few criticisms, it's a fine piece of machinery. Works a lot like a sewing machine in an earthquake. Because of its rather tricky but sophisticated handling, light weight, and power-band combination, it might not be the bike for the average novice, especially when in a (gasp) slide. When you get to know it, it's one hell of a lot of fun to ride. Gassit hard and slam it into anything you can find. The GP will make you feel like Mikkola, Lackey, Kring, Hartwig, Howerton and Malcolm Smith all at the same time. You might even pick up a trophy or two, or three, while you're at it.



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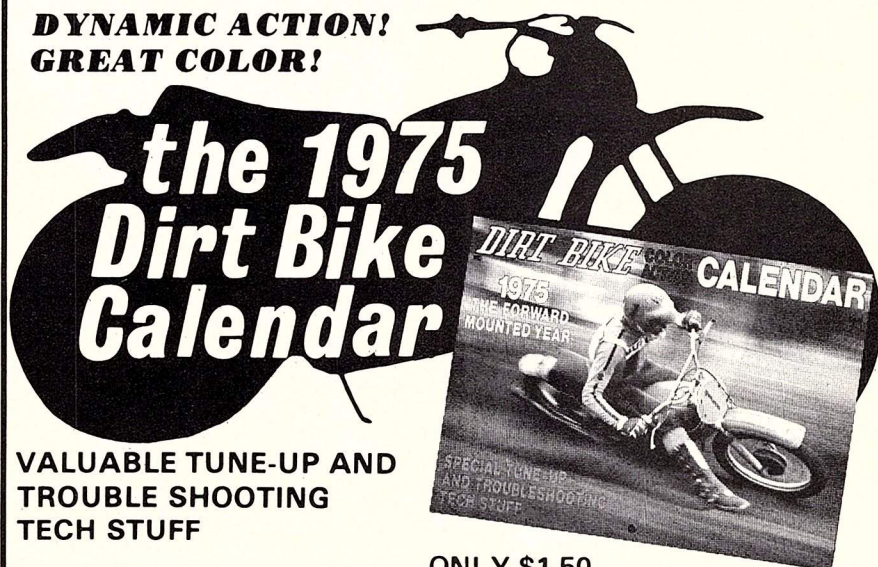
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## FIRST ELEMENT

Continued from page 55

manage to get inside is affected by the air pressure outside, energy or pressure losses in the inlet tract, and the amount of time you leave the inlet system open. The air isn't being drawn in, it's being pushed in.

In cylinder filling, the best you can do is not limited to outside atmospheric pressure. Under some conditions you can stuff even more air inside a normal engine so the result is higher than atmospheric pressure. This is called inlet tuning, sometimes ram effect, and we'll have a report on it one day.

Anyway, except for ram effect or supercharging you are hoping to get the inside air pressure as close as you can to outside pressure. Which means you want the least possible pressure loss in the inlet plumbing.

In theory, you could add up the pressure-drop numbers like an accountant. At sea level, outside air pressure is about 14.7 pounds per square inch (psi). If you lose one psi in the air cleaner, three psi in the carburetor and another one psi in the inlet passages due to friction, then you are going to end up with only 9.7 psi in the engine, and that's all there is to make power with.

Some of the engine mods you can do to get more power are those things which cause less pressure drop in the inlet system. These include less restrictive air cleaners, carburetors with a larger air passage or a more streamlined air passage, opening up inlet passages and ports, smoothing and blending the passages so there aren't any sharp corners or sudden changes of direction, and *maybe* polishing the metal surfaces.

Which gets us back to where we were a minute ago. If the air in contact with the metal surfaces is not moving, why bother to polish that surface to make it slicker? Most of the losses are in inter-layer friction and you can't do much about that.

In fact, the slow-moving air which is next to the metal surface behaves more like it is part of the metal than part of the air stream. Think of it as a stagnant layer which adheres to the metal and follows the contours of the surface like a thick layer of paint. If the metal bulges out somewhere, the stagnant air layer will bulge out with it, and together they make an obstruction to the fast-moving center of the air stream.

Worse, any bulges in the walls of an inlet pipe act as a sort of ramp. Moving air hits the ramp and is deflected out into the air path at an angle to the direction of flow. This causes eddy currents like rocks in a stream bed, soaks up energy and pressure and reduces the amount of air that gets into the cylinder.

That's why it's more important to have the walls "flat" than polished. There is no harm in making the walls shine like a mirror, and some small benefit from it — *provided* you don't also put ripples and waves in the surface. Sandpaper on the end of your finger, hand-held grinders and files usually make wavy surfaces.

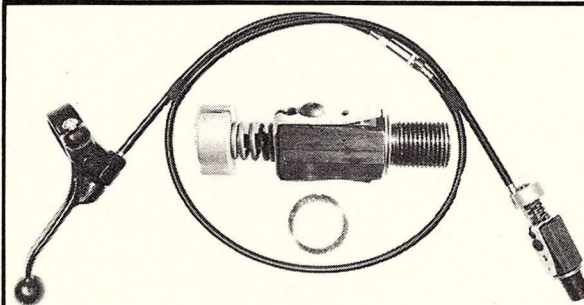
But we know that engine modifiers use such tools to make faster engines. It depends on what the tools are used for.

If you intend to enlarge the air passage, for example because you have decided to install a larger carb,

then grind away. What you would like to accomplish is a passage that is both larger and smooth. If you can't get it that way, the waviness hurts performance some, but is masked by the overall improvement resulting from the larger hole.

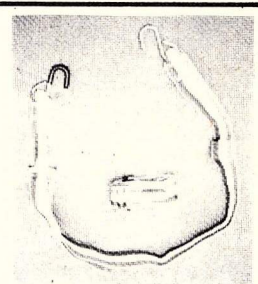
However, if you intend to spend a Sunday afternoon making your fingers sore and your goal is to polish the ports rather than enlarge them, think again. The undulating mirror-smooth surface you will likely create is worse than the rough surface you started with.

You can probably do *some* good things on the inlet side because casting and factory machining operations are usually not perfect. Take a look. If you see a big lump that the factory left there, you can improve air flow by making it into a small lump, whether you erase it completely or not. Just don't make a big depression on each side of it



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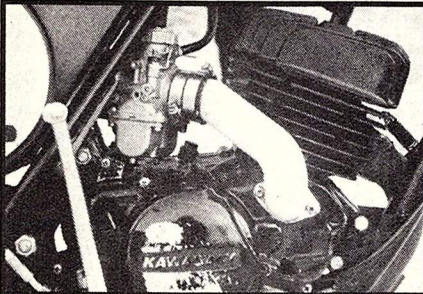
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while you are trying to polish or  
grind it away.

If you remove the carb, you can  
look or feel with your finger to see  
how well the inlet pipe matches the  
hole in the engine casting. If they are  
not aligned at the junction, you can  
improve air flow by grinding and  
polishing the high part so it mates  
with the low part. Carry the new  
shape back so the wall is smooth, has  
a streamlined shape and blends into  
the contour of the passage. If you  
find a piece of gasket sticking out  
into the air path, cut it off.

Similarly, you can match inlet  
pipe to carb, carb to air cleaner and  
so forth. People often call this  
"cleaning and polishing." Cleaning  
means to remove obstructions and  
irregularities — polishing is relatively  
unimportant.

Inside the cylinder and exhaust  
passage, polishing is useful to solve a  
different problem — the accumu-  
lation of carbon. The residue of  
combustion builds up in the  
combustion chamber and exhaust  
passage. In the exhaust system it  
gradually reduces air flow and  
reduces the power capability of the  
engine because it can't breathe as  
well. On the top of the piston and  
the inner surface of the head, added  
carbon buildup causes pinging and  
other problems.

Once carbon buildup starts, it  
builds faster. A mirror polish in the  
combustion chamber and exhaust  
passage will delay the process.

Making this practical in terms of  
absolute surface roughness is difficult  
because specifying roughness and  
measuring it is something few people  
can do.

As a rule of thumb, surface marks  
left by a high-speed grinder with a  
finishing stone rather than a rough  
cutting stone are OK in the inlet  
side.

If the air flow was continuous,  
there wouldn't be much to this  
business about getting maximum air  
inside the cylinder. It isn't, of  
course, which creates problems, but  
brings us one little note of joy.

It is only because of the inter-  
mittent flow into and out of the  
cylinder that we can experience that  
unique joy when the engine gets "on  
the cam" or "on the pipe" and seems  
to share the exhilaration of going  
faster and then faster still.

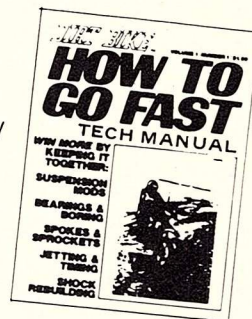
Next time we'll see 'bout  
tools and related matters. You bring  
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## GRAY STRIPS AND PIECES

We messed around with seven different brands of tape. Nashua 357, Casler, Arno, Tuck, Kendall Polyken 222, Resso and some nameless type of plastic stuff. Kawasaki also sells gray tape. Surprisingly, they don't offer it in green.

Two inches seems to be the universal width of the tape. Rolls generally are either ten yards or 60 yards long.

Prices on the ten-yarders ranged from \$1.95 to \$2.95 at cycle shops. Prices on the 60 yarders ranged from \$3.95 to \$4.95. Hot tip is to scout around non-cycle-type shops for lower prices.

Team Blue Duck Tape used the Arno brand at Hopetown. It also comes in red. TBDT reported that it was sticky, pretty, offered good water repellency and didn't tear as straight as some other brands.

Straightest tearers were Casler, Nashua and Kendall. Tuck joined Arno as the second least straight tearer, if that's of any concern.


The Casler tape was the stickiest to peel off its own roll.

Other colors include green and yellow. Coordinate your tape to your gas tank or your leathers. What next? Maybe polka dots. How about stars and stripes?

Arno tape is manufactured by those wonderful folks who take the bumper out of bunions, Dr. Scholl's.

## SUMMATION

Atcherly, when you come right down to it, gray tape is gray tape. Sorta like hand grips and handlebars, really. Everybody has their own favorite. Maybe we've opened up your thinking to the multitudinous uses of the stuff. Try 'em and pick your own favorite. Better yet, devise your own tests. Perhaps you can come up with some more scientific than ours.

So whadda the guys here use? As a result of this testing a Nashua user switched his allegiance to Tuck. The box score reads two for Tuck and one for Nashua and one lowlife will use anything he can get his hands on. But the Arno was kinda pretty and the Kendall scored well in the testing and . . . Whatever you do, don't forget the motto of the Infamous Chicklets Family Enduro Team: Gray tape and safety wire keep the enduro riders of America rolling. And so's your sister. 

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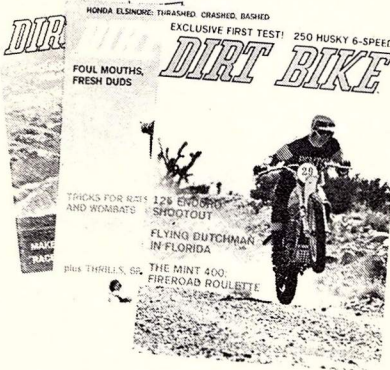
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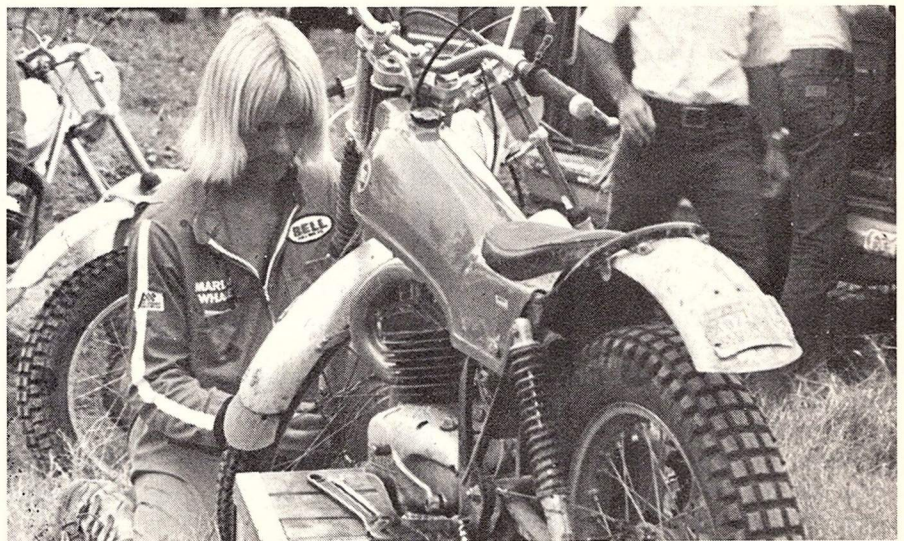
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## TRIALS WRAP-UP from page 47

of Denver, characterized it as "real Cinderella, ending and all." Wagner is founder of the North American Trials Council, comprised of members representing geographical areas. It was the council that put the series together, arranged for AMA sanction so standings would be recognized by the FIM, and put on the events through cooperation and sponsorship of NATC members and trials clubs. For a brainchild slapped into first cry only in January, the

across the country.

The council's rule preventing a rider from entering an event held within 200 miles of his home and limiting the individual rider to entry in eight of the nine events was met with some complaints at first, Wagner recalls. "But now everybody is delighted with the rule, and we have had no complaints about home course favoritism," he says. Competition between clubs vying for sponsorship of the next FIM meet in this country has created the



There are no factory wrenches; trialsmen do it on their own.

nine-round series ending in November was a blessed event, indeed, for American trialsmen.

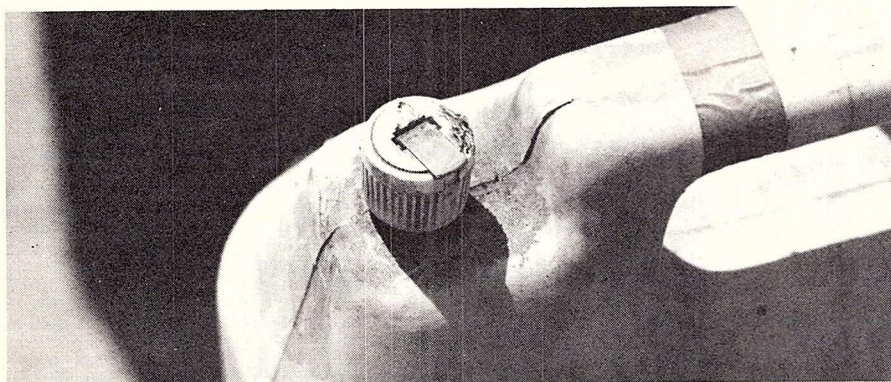
Wagner was particularly pleased with the improvement of the events as each sponsoring club learned from the others and was challenged to make their event best. Perhaps the biggest beneficiaries were the competing trialsmen. Their skills were markedly improved from meet to meet as they used the medium of the events to sharpen their skills

best-run events ever, according to Wagner.

If the Stonemountain Trial is a true indicator, Wagner is correct in his assessment of this first series. It was a real Cinderella ending at Stonemountain. But if anyone lost a glass slipper amongst those outcroppings and rocks, he will need a trials machine and a trialsman's skill to retrieve it. Or send the new Prince Charming of American trials, Lane Leavitt, to fetch it! ❁



# HOT SET-UPS



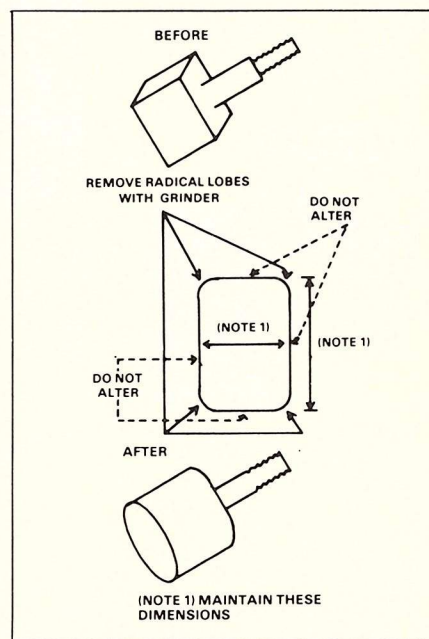
## TO VENT OR NOT TO VENT . . .

How many times have you grabbed your gas can, uncorked the spout and started to pour, only to have the gas come out in surges? This is caused by insufficient venting. On some gas cans (such as the one in the picture), a small vent is added to the container. The trouble with the stock vent is that you have to unscrew it, and the cap is very easily lost. The cap in the picture is the top

off of an ordinary dishwashing soap bottle. It fit fairly well. Now all that has to be done is, flip up the vent and start pouring. As per usual DIRT BIKE fashion it leaks a little bit. No attention to details. A small gasket should fix it. On the gas can you'll notice the use of tape for color coding. In this instance, brown alongside of gray means 20:1 pre-mix. Neat.

wheel off — if you can't do that, we suggest you stick to bench racing. With the wheel rid of the bike, pop the backing plate off. Wiggle the actuating arm. Take whatever moves off the backing plate. Find the little thing that looks like a cam. Hint: It's kinda oblong shaped. Take the cam and radius the edges a little around the corners. *Do not alter the length or width!* This is more or less a trial and error routine, but it'll be worth it when you get it right.

This hot setup comes straight from the hot setups file of Mr. and Mrs. Charles Rowe.

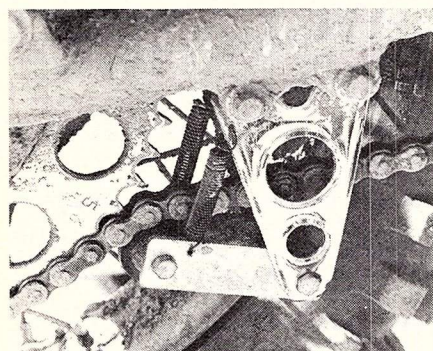


## FIXIN' A LIGHT SWITCH

We have just been informed of the end-all method to get the Yamaha's rear brakes to operate like they should. Yamaha brakes have about as many choices as a light switch. In an effort to make them more like a dimmer switch, everyone and his dog has come up with a solution to the instant-on, instant-off affair that has been associated with number two the last couple of years. The first method tried was known as "the ole bend the brake rod for more feel routine." This helped out somewhat but it wasn't the answer. Grinding away part of the brake shoes also has its merits, but it couldn't be called the ultimate fixo. Shortening the actuating arm seemed to be logical — seemed. "So, what's the answer?" you ask. A certain member of our staff, who speaks quite fluent Czechoslovakian, says the answer is to rip off the stock hub and gently slip on a Chey-Zed hub. He says: "It stop good, lightweight, look trick, and it strong as a blimp." The last idea is to grind down the cam inside the hub. Confused? OK, pull the

## QUICKER, EASIER, BUT STILL NOT FUN

When was the last time that you pulled the top end off of your bike? If it's been less than three weeks you probably still have the scars on your hands, arms and fingers from being ripped up by the edges of the piston, barrel and screwdriver. DIRT BIKE to the rescue. When you take the barrel and piston off, instead of putting the piston back on, then trying to slip the barrel over it, put the piston into the barrel first, then slide the assembly part of the way on. Hook the piston up to the rod and you're done. John Robinson, you've made life easier for everybody.

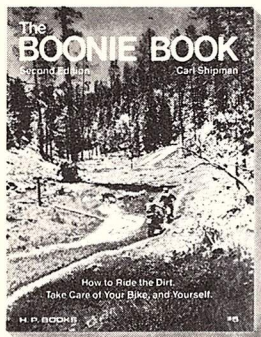


## PUTTING THE PRESSURE ON

Golly, golly, golly this is so trick I'm gonna put *two* of these on my bike. Actually, this is Russ Darnell's Ossa. Thought you might want to see what he's using for a chain tensioner. Two heavy-duty springs, two bolts, two hunks of metal and a roller from a Yamaha chain guide are the only things you'll need. Make sure the tensioner is behind the guide or put it up near the swingarm pivot so it won't get hit by a rock. Another idea is to get a tensioner from one of the Bultacos (like the Alpina or Sherpa T). The Bultaco tensioner will cost more but it will take less imagination.



# SUCCESS DEPENDS ON HOW YOU DO IT!

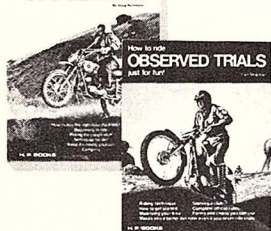


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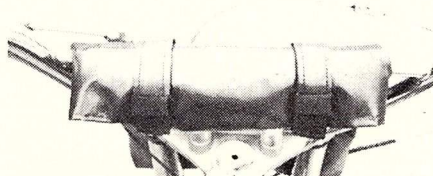
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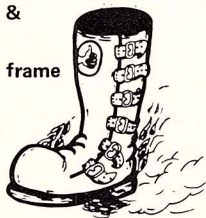


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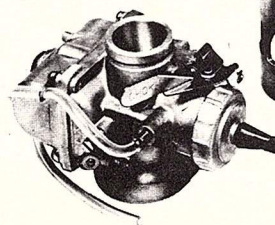
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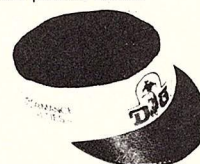
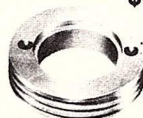
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